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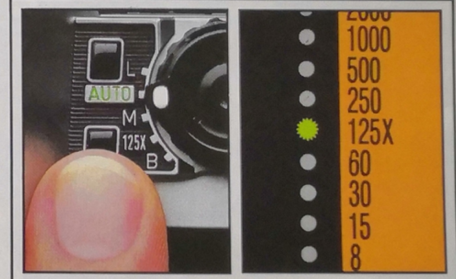

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LONGINES
A Matter of Style

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The paddock in Monaco

VENGEANCE, A DISH THAT SOME LIKE HOT

This year the racing director at the Monaco Grand Prix was not Amédée Pavesi as usual. The decision was made by the Fédération Française de Sport Automobile and its president Jean-Marie Balestre. In view of what happened in Casablanca at the FISA Congress (President Jean-Marie Balestre) and specifically the attitude at the congress of the representatives of the Monaco Automobile Club (namely Maître Michel Boeri). The Club proceeded immediately to replace Amédée Pavesi with Michel Ferry and to make public the telexes exchanged with FFSA on the subject. Reading between the lines it appears that FFSA's decision was pure vengeance dictated by the wish to harry the Monegasques. The problem might explode at the time of the upcoming Monte Carlo Rally, for the FFSA apprears ready to deny the Rally any use of French roads!

IT'S FINAL: ZANDVOORT TAKES THE PLACE OF JARAMA

On Thursday evening May 20th, Constructors' representative Bernie Ecclestone, and Zandvoort's executive director Jim Vermeulen, signed a six-year agreement for financial co-operation, guaranteeing the Dutch Grand Prix at least until 1987. 21,000 grandstand seats will be made available, twice as many as in the past, for which tickets at a 20 % reduction can be obtained through the Nederlandse Crediet Bank network.

The rebirth might help Jan Lammers obtain national backing to continue racing his Theodore in Formula 1.

RENAULT FOR SCHECKTER AND BORG!

Surprise, Surprise ! On Saturday afternoon, after practice, a 200 horsepower 'custom-competition' Renault 5 turbo made a show run on the Monaco track. At the wheel, former world Champion Jody Scheckter and beside him, Bjorn Borg. The idea came from our friend Eric Bhat, Renault's press attaché. Borg was ecstatic: "I did not know one could drive that fast! Being a very average driver myself, I could only be stunned by Jody's performance".

Needless to say, Jody went overboard and his style could have competed with Jean Ragnottis during the last Tour de Corse.

JACQUES VILLENEUVE HEIR TO GILLES?

A pleasant young man two years younger than his brother Gilles, Jacques Villeneuve made an unhappy debut last year in Montreal and Las Vegas, driving a rather uncompetitive Arrows spare. All of Canada is now taking up arms to make him his brother's heir. Several Canadian backers have been approached to that end. Gaston Parent, Gilles' manager and lifelong friend, would prefer delaying Jacques' debut in order to keep his options open and avoid a decision made under excessive psychological pressure. He could be given a drive in the summer, sometime after the Canadian Grand Prix, or even postpone his debut until next year. Several teams have been considered, one of them at least having been contacted in Monaco.

Gilles, ti ricordiamo così

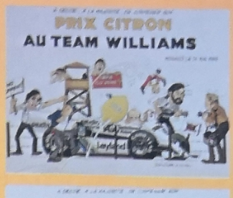
NO MORE NUMBER 27 IN FORMULA 1?

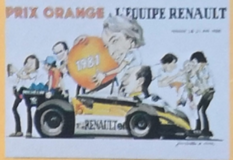
After the tragic events at Zolder, The Canadians, recalling traditions in ice hockey and soccer, conceived the idea of asking FISA to withdraw the number 27 from future Grands Prix in memoriam Gilles Villeneuve. The proposal may not come to fruition, partly because the number was Gilles' only since 1981, having belonged to Alan Jones before that. Nevertheless the motion comes from the heart of the Quebec public: a petition recently circulated across the country had gathered two million signatures recently by the opening of the Monaco Grand Prix!

THE FRUIT OF PASSION

IRPA - the International Racing Press Association, so far successful in resisting a takeover bid by FISA, made its traditional Lemon and Orange Awards at last Friday's yearly Marlboro-sponsored luncheon. The Lemon Awards went to Jarama, the Williams team and Alan Jones, whereas Silverstone, the Renault team and Jacques Laffite were given the Orange Awards. Laffite came in person to collect his prize and joked with the assembled journalists: "I have already been awarded the Orange in 1976 and have done my best since to be disagreeable in order to receive the Lemon and thus complete my collection. I've had no luck yet, so from tomorrow on, I'm going to make up a little list of journalists with whom I'll practise being ornery. So next time I shan't miss !".

He was given one of the six drawings concocted jointly by Clovis and Jean Graton; the latter, a sympatico Belgian then handed him his last Michel Vaillant album, which goes under the very apt title of "Rififi in Formula 1".





FEUDING BROTHERS

Won by Giacomelli in 1976, Pironi in 1977, De Angelis in 1978, Prost in 1979 and Baldi in 1980, this year's Fomula 3 race was awaited with great expectation. Philippe Alliot's and Alain Ferté's Martinis had the two best test runs, coming before Argentine Oscar Larrauri's Euroracing, and Brazilian Roberto Moreno's Ralt.

Phillipe Alliot, who had held the leading position last year before going off the track, dashed ahead, closely shadowed by Alain Ferté. The distance between the two Martinis and their competitors was growing greater and greater and there seemed to be no doubt as to the issue of the race.

However, in the 23rd lap (one from the end) Alain Ferté, seeing an imaginary 'opening', got his teammate off the track, renewing the unglorious feat perpetrated 4 years ago at the same spot by Elio de Angelis against Patrick Gaillard's Chevron.

Unlike Gaillard, Alliot managed to finish the race second behind Alain Ferté who had lost his front hood in the skirmish.

The Martini team had come close to disaster and Ferté, with his objectionable behaviour, tarnished his second consecutive victory in Monaco.

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SHORT SKIRTS ARE IN!

Messrs. G. Cadringher (FISA) and J. Barrabino (ACM) technical commissioners at the Monaco Grand Prix, have ruled that the JS19 Talbot-Ligier failed to conform to the articles 3.8 and 13.7 of the technical regulations governing Formula 1. The stumbling block was the side panels "which must be at least 20 cms high, with a length at least 60 % of the base between front and rear wheels." As a consequence, the skirts affixed to the panels cannot ipso facto, extend beyond the rear wheels. In fact, the text can be read in several ways. While it specifies that the skirts must be affixed to the side panels, it fails to specify a maximum length. Thursday, the Talbot-Ligier team had to cut the skirts of the JS19 plumb with the rear wheels: Guy Ligier was bitter that all the team's work in the wind tunnels had come to nought. As for Jacques Laffite, he declared that the aerodynamics loss was around 30 %....

T.V. RULES, OK?

A great deal is made of rules in Formula One lately; it has been a little like living in the Russia of the czars, with an ukase a week coming down from on high. That is why we are a little taken aback to find the Dutch Grand Prix, which we were not so very long ago assured would not take place, back on the calendar.

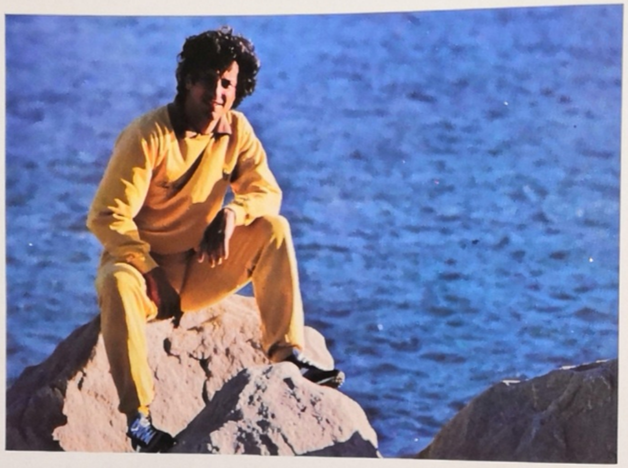
Those of us whose memories go back to the inanities of the FISA-FOCA war well remember the firmness FISA showed at that time about which races could and could not be included in the calendar. There would be, thundered the President, no last-minute quickies admitted; after all, teams had to make their plans well in advance, the circuit owners had to be able to publicize their races and improve their tracks, television needed time for its advance schedules. But now that is all gone by the board. FOCA instigates, FISA accepts.

What are we to make of all this? Well, plainly one thing: that having lost several races already this year, Argentina, Imola and Spain, the sponsors could not afford to do without the kind of coverage they pay for. But, a more serious question then arises. Sandwiched between four important World Cup matches and the Wimbledon final, not to speak of a growing international crisis that may well continue into the summer, is the public going to tune in, or will it see this Dutch Grand Prix as a transparent dodge to fill in a season plagued by contention?

Our friends in Holland say that the timing could not be worse, that it is the first day of the Dutch summer holiday with its consequent exodus towards warmer climes, and they also want to know — particularly those who are creditors — what the financial arrangements are. We ourselves see it as: first, an infringement of the rules and second as yet another instance of the growing takeover of the sport by television. No doubt there are those who argue that what is good for television is good for Formula One and there is no doubt that television coverage has been a boon to the sport, but the spectre of a sport that exists *for* television is one that fills us with a certain foreboding, for there are real people out there who go to races and make their plans and like to have the sport taken with due seriousness by all concerned.

G.P.I.

DISBELIEF... AND A MOTHER WHO CARES



He has had his detractors and hard beginnings, but Monaco showed him capable of discipline and firm purpose.

Even for the winner of the Monaco GP it was difficult to believe that this race was really his. Bad luck and bitter memories litter Riccardo Patrese's past experiences at Monaco. But one person never gave up hoping that her son would eventually do it... and on Sunday her faith in him was finally vindicated.

by Mike Doodson

IN the ante-room of the AC Monaco's offices where they had promised to bring Riccardo Patrese to talk to the press, there was the usual pandemonium. Radio men with microphones, newspaper reporters on deadline, photographers: they all wanted to talk to the hero of the afternoon, get close to him, clinch an ''exclusive.''

The hero, when he arrived, still hardly believed that he had really won the Monaco GP. Sure enough, he'd followed the leading Renault of Alain Prost for 71 laps, ever since the yellow turbocar had out-accelerated him and stolen 3rd place on the second lap. He'd followed Prost past the helpless Renault of René Arnoux when it had spun to an ignominious (and permanent) halt on lap 15. And he'd picked his way through the pieces left by the wreck of Prost's Renault at the Tabac on lap 74, after Prost had spun on a surface lubricated by a light rain and a coating of gearbox oil from Derek Daly's crunched Williams.

''I saw my mechanics cheering me from the pits when I went past them after the Prost accident,'' he said. *''It was only two laps to go, and I was leading Pironi quite comfortably. I had no need to push hard. I think I had already done fastest lap of the race, so I was not ready to take any risks on the wet surface.*

''I braked normally for the Loews corner, maybe even a bit early. The back end of the car suddenly went away and I was going backwards. I was able to get going without any help — at least I didn't feel

parmalat
Santal
2
GOODYEAR

After a few races in relative obscurity, Patrese took full advantage of the two BT49-Cosworths he had for Monaco.

anyone push the car — but both Pironi and de Cesaris had passed me while I tried to find a gear.

"That almost finished me. I have had so much bad luck in F1, being let down when I was leading at Kyalami (1978) and at Long Beach (1981); it seemed that it was all happening again."

For once, though, luck was on the side of Patrese and working against Pironi and de Cesaris. Pironi crossed the finishing line to start his final lap gesticulating to the race officials. The track, his signals said, was far too slippery for racing. But Pironi also knew that his Ferrari's engine, spluttering already for several laps, was in trouble. It coughed its last in the tunnel under the Loews Hotel, and in the gloom Riccardo didn't recognise it.

In fact he had also passed de Cesaris, whose Alfa had run out of fuel near Casino Square. So when the Brabham driver passed the stricken Ferrari, he was also re-taking the lead of the race. The man who was waiting with the chequered flag was, fortunately, on the ball, and gave it to Riccardo.

"Honestly, though, I had no idea that I had won. Not even when I stopped to pick-up Didier, who was thumbing a lift like a student waiting before the autostrada."

For Riccardo Patrese, confirmation that he had indeed won probably came when into the interview room came a trim lady with greying hair. Emotion welling in her eyes, his mother embraced him with a fierce pride. No mother hugs her son like that when she's not absolutely sure that he's deserved it...

LAST-MINUTE changes of racing fortune on this scale are rare indeed. At Monaco, where the first three or four finishers are often separated by laps rather than seconds, it is unknown for the lead to change four times in the last four laps.

Indeed, in the annals of the sport, the last time that anything like this happened was in the Belgian GP of 1967. As he started the last lap of the daunting Spa-Francorchamps circuit, Jim Clark's Lotus 49 was leading the sister car of Graham Hill, with Bruce McLaren 3rd in his own McLaren. But the man who received the chequers was Dan Gurney, whose self-built Eagle V12 had started that lap in 4th place. All three drivers in front of him had run out of fuel...

It is understandable that only the people who were there remember that two teams miscalculated the fuel requirements at the Belgian GP of 1967 so badly. Everyone else remembers that Dan Gurney won the race, incidentally the only world championship event to have been won by an Eagle.

In the same way, Monaco '82 belongs to Riccardo Patrese, regardless of those four changes of lead in the last four laps.

FOR Signora Patrese, this event was very much a family affair. She was well aware of the opportunity which her son has this year with the Permalat-Brabham team, and she was in Monaco expecting him to win. Nevertheless, this wasn't all business, as those who had seen her energetic dancing in Jimmy's, the exclusive Monégasque discotheque, will testify.

Riccardo's mum is also a woman of very definite tastes. When Riccardo was ordering a new Mercedes last year, he chose black as the colour. *"You couldn't possibly have black,"* she said: *"it would look like a coffin."* He eventually agreed on grey (her choice)... and was allowed to select the colour of the interior without any interference.

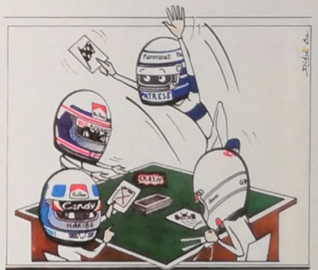
But if Signora Patrese was optimistic about her son's chances at Monaco, he most certainly was not. *"It has never been a good circuit for me,"* he recalls: *"I made my debut in F1 here five years ago, with Shadow, and finished 9th. But I have bad memories of Monte Carlo, too: for example, the collision with Arnoux in 1980 which created so much bad feeling."*

Qualifying this year, however, certainly looked promising. With Nelson Piquet concentrating on the Brabham-BMW turbocar, Riccardo had a race car and a T-car all to himself for practice. And if a figure scrawled on designer Gordon Murray's clip board is to be taken seriously, the BT49, at 537,1 kilos, was unquestionably the lightest car to practise at Monaco, at least before the addition of its vital brake cooling water.

R. PATRESE
Santal
parmalat

On Saturday, Riccardo held pole position almost until the end of the one-hour official session. Then René Arnoux, who had vowed to start the Monaco GP from pole position, snatched the number one position away from him.

For Renault, alas, the race turned sour... and this time it was Riccardo Patrese who benefited. There were some (French) journalists who made a big noise in the press room afterwards that Riccardo had been pushed by a couple of marshals after his spin. Normally "illegal," this manouevre was justified on this occasion, we were told, by the necessity to move the Brabham away from a potentially dangerous position on the track.



Had he needed an advocate to argue the case, strangely there would have been no one from the Brabham team to do so. Before the end of the race, Gordon Murray and Bernie Ecclestone had, as usual, departed for Nice where their executive jet plane was waiting to take them back home to England.

That, it would seem, demonstrates how strongly they felt about the first Brabham victory at Monaco since Denny Hulme in 1967. Happily, there is a grey-haired mother for whom the memory of '82 will remain considerably more precious. ☐

EXTRA, EXTRA

OFF THE RAILS

The Renault team started the 1982 season at Kyalami with a decisive win which, as Gérard Larrousse admits, they had expected in view of the altitude at Kyalami. Even so, there were some heart-stopping incidents with tyres, one of which would have cost Régie its victory if Alain Prost hadn't remained extraordinarily cool.

In the races since Kyalami, it has been mechanical worries that have prevented the yellow cars from better race performances. Prost benefited after Brazil from the disqualifications of Piquet and Rosberg, which was certainly fortunate for him because his engine had a high-speed misfire which it had still not lost a fortnight later at Long Beach.

Indeed, the mechanical disasters continued -- most notably when both cars blew up at Imola, where they were expected to benefit from the absence of the leading British teams. After further set-backs at Zolder, where yet again the Renaults dominated qualifying but failed lamentably in the race, a look at the championship table revealed that although Prost narrowly led the drivers' rankings, he and Arnoux had scored points only three times in ten starts.

But the Régie doesn't stand still. For Monaco they had prepared a very impressive electronically-controlled fuel injection system. *"It makes the car much more driveable"*, said Arnoux, convinced (correctly) that it would be good enough to give him pole position: *"compared with last year, it's a definite improvement"*.

Renault's critics (and there are a few) complain that the team is too clinical in its approach to the sport. This attitude is entirely justified when one looks at the complexity of the car, which demands an utterly logical, scientific approach if it is to match the reliability of the simpler Cosworth-engined rivals.

But one trade-off of this well-drilled procedure, at least in the view of one writer, is the almost total lack of spectacle in the track performances of the Renaults. These days even the cannon "boom" of the engines on the over-run has been eliminated. On their super-quick practice laps the Renault drivers corner as if on rails: it is only rarely that one sees a Renault sideways, except in extremis.

Sadly for Renault, we saw both cars over the limit at Monaco. While the engineers have done a remarkable job with the revised engines -- which looked and sounded capable of an easy victory on a circuit where turbo-power was once a joke -- this time they were let down by their drivers.

The circumstances are understandable, as that other well-drilled division of Renault Sport, the PR department, was able to explain. Arnoux had a handling problem when he crashed while leading on lap 15. And Prost, also while leading, with a mere two and a half laps to go was badly caught out by the unexpected slipperiness of the circuit.

The Renaults are now entering a critical period of the season. Their engineers and drivers must concentrate not on pole positions (at which they are already adept) but on finishing Grands Prix. This is the third season for which Larrousse has set the world championship as his target, and only he and the accounts department know how much it's cost to get this far.

In the words of a contemporary publication, for Renault it's "This Year... or Never!" ☐

elf
René Arnoux
CHAMPION
stand21
MAGNETI MARELLI

AVON: TO BE IN F1... OR NOT TO BE?

JAN LAMMERS
THEODORE RACING
THEODORE RACING HONG KONG

At £500 a set of four tyres, Avon Tyres Ltd did not expect to get rich quick by supplying the four F1 cars racing on its products at the beginning of the 1982 season. But when two of those cars (Gunther Schmid's two ATS entries) were "rewarded" with a Michelin contract after they had broken the FOCA boycott of the San Marino GP, it seemed entirely logical for Avon to withdraw from F1.

The retirement, they said, would enable them to concentrate on supplying their more appreciative customers in F3, F2 and Group C racing.

Thus it was that Avon's two last customers in F1 arrived at Monaco without any up-to-date rubber, and (more important) no alternative source of supply. Ensign had a set of left-over qualifiers for the first practice session on Thursday: Theodore had nothing, and their car spent several hours jacked up on stands in its pit with its four wheels appropriately naked.

But what was this? Next door, in the March pit, no fewer than three cars were wearing Avon tyres where once there had been Pirellis. March team leader Jochen Mass even managed to be one of three drivers (from among eight postulants) who passed the notorious hurdle of pre-qualification.

"We tried the Avon in a back-to-back test with the Pirellis at Croix-en-Ternois," explained Mass: "they were around 1.7 seconds a lap faster... we were sure they would be faster here." Attempting to explain the "off/on" situation, Jean-François Mosnier of IRTS (the company which sells and services Avon racing tyres) said that March boss John Macdonald had purchased "the entire existing stock of Avon F1 tyres from IRTS".

That explanation did not seem entirely logical to everyone. "Avon couldn't do a proper development programme," said Ensign owner Morris Nunn, "simply because they couldn't afford to throw away obsolete tyres. We didn't get anything new until we'd bought all the old stock." Needless to say, it was soon being suggested that March's major sponsor, Rothmans cigarettes, had paid Avon to develop tyres exclusively for Mass, Boesel and de Villota.

By Saturday afternoon, it was clear that someone at March had badly miscalculated. Jochen Mass, five times a points-scorer at Monaco, was out of the race. For only the second time this year, a March had been out-qualified by an Arrows (Surer's) — on the same Pirelli radials which March had rejected.

Theodore Racing, meanwhile, had persuaded Goodyear to supply tyres for the remainder of the year, even though Jan Lammers failed to qualify after his one day of official practice. Using second hand rubber brought from England overnight, Ensign driver Roberto Guerrero set 17th fastest time in the untimed morning session, but was slowest in the timed afternoon session.

"Yes, it's true that we told Avon we didn't want to use their tyres earlier this year," confessed Nunn. "When we agreed to race on Avon, it was during the FISA/FOCA conflict when we believed that all the FOCA teams would be using Avon. We have a good car and a very promising driver: we want to have a chance to show what we can do on rubber that's as good as the big teams are using."

Although there was talk at Monaco of Michelin perhaps coming to Ensign's aid, no decision was made. In the past, the tyre companies have helped teams in circumstances like this. But after ignoring constant criticism — often from owners who haven't considered the investment which the companies put into motorsport — it seems that at last the rubber-men are standing firm, despite the concession to Theodore.

Meanwhile, it was rumoured that a March representative had been spotted making a rendez-vous with a senior Michelin representative...

Mike DOODSON

PRACTICE

Pretending that the Monaco Grand Prix is unique has become in the last forty years a banal cliché. Unique it is, nevertheless: not merely its urban setting, its financial context and its privileged situation on the French Riviera, but also because only 20 cars, as against 26 in every other race on the championship calendar, can compete. There were 31 drivers present but as only 26 can practice at one time, recourse was had to the rather unsatisfactory solution of prequalification. 23 drivers from teams who had carried points in 1981 were excused prequalification. The other 8, **Jarier** and **Paletti** for Osella, **Mass**, **Boesel** and **de Villota** for March, **Warwick** and **Fabi** for Teleman and **Serra** for Fittipaldi had to fight it out for 60 minutes on Thursday morning at 8a.m. To add insult to injury, the organizers had the track cleaned by a municipal watering-truck: the result was a very wet track for the first half of practice. Some of the drivers even went out on wets. In those circumstances, the closing minutes were decisive and **Jarier**, **Mass** (in spite of engine trouble which forced him to use the spare), and **Warwick** qualified for practice. The five others, led by Fabi, who was beaten out by **Warwick** by a mere 55/1000th of a second, had no choice but to become spectators. Among them was **de Villota** who struck a guard rail after only seven laps, due to the track's slipperiness...

TWO ALFA ROMEOS LEAD

The 90 minutes of free practice on Thursday morning brought their share of hopes and disappointments: hopes for the Alfa Romeos 182s which were fastest, with **De Cesaris** ahead of **Giacomelli**, and disappointment for **Watson**, with a broken engine**.** Henton stopped on the track and forced to run his spare and **Piquet**, the victim of an ignition problem in his BMW turbo engine. Nelson had to take over the spare car, which promptly broke down. **Prost** likewise had ignition problems and had to switch cars, but all that was as nothing compared to the misfortune that came down upon the two splendid Talbot-Ligier JS19s: scrutineers Cadringher and Barrabino made them cut their skirts plumb with their rear wheels, thus jeopardizing all the research done in their lengthy aerodynamic tests.

Marlboro
23

ARNOUX'S FANTASTIC ATTACK

First timed practice took place in considerable heat, 35 degrees centigrade being registered on the track by technicians from the tyre manufacturing companies. After only seven laps, **Arnoux** was timed in mid-run at a fantastic 1'24''543, a time which left all onlookers stunned. Constantly attacking, his car, often sideways, flying from one side of the track to the other, his wheels right off the asphalt, the fantastic French driver showed himself to be really one of the best and that the evolution of the ''Monaco type'' turbo engine had already begun to bear fruit. Increased flexibility and reduced reaction time permitted Rene to drive with the kind of flair which has so far been the exclusive right of cars with aspirated engines. Never before, in five years of Formula 1 racing, had we witnessed a Renault turbo engaged in such acrobatics!

True to his early morning ambition, **de Cesaris** came in second, whereas **Giacomelli** had to fight persistent gear-box problems. Andrea beat **Patrese's** Brabham-Cosworth by only 1/1.000 th of a second; though they are compatriots, there is no love lost between them. Riccardo accused his rival of deliberately blocking, and Andrea, used sign language to tell Riccardo to go to... **Keke Rosberg** came in 4th in a Williams FW08 whose balance left something to be desired, followed by team-mate **Daly**.

As in the morning, **Prost's** engine broke down and he had to use the spare, still fitted with its older engine. He came in ahead of a most spectacular **Lauda**, who complained about his McLaren MP4's understeering in the tight corners, a defect for which he compensated by going into them sideways. The Lotus also proved inferior on the tight curves, Mansell having the additional mishap of being hit in his right eye by a small stone, while **Pironi** was plagued with apparently insoluble problems. The Talbot-Ligier JS19s placed 16th and 17th, **Cheever** ahead of **Laffite. Cheever** broke a suspension rocker arm during qualifiying and tried unsuccessfully to mount his second set of tyres on a prehistoric JS17.

Baldi, Mass, Salazar, Warwick and **Guerrero,** the latter running thiriftily on Zolder Avons, were the provisional non-qualifiers, while poor **Lammer's** Theodore had to remain stuck in its stand all day due to problems involving pneumatics and politics, of which more is said elsewhere.

Mobil
Techniques d' Avant Garde
TAG

PATRESE'S "FURIA"

Less sunny than Thursday, Saturday provided us with some sizable surprises.

During the morning's un-timed 90 minutes practice, Patrese's Brabham set the fastest time, 1'23''775, ahead of two other Cosworth engined cars, Mansell's Lotus and Alboreto's Tyrrell with its new wing. **Patrese** thus confirmed his Thursday declaration that he was much more competitive than his times indicated and that **de Cesaris** had most likely had something to do with that. Andrea himself had set the 4th fastest time before falling prey to serious electrical difficulties. **Arnoux** had ignition problems, while **Giacomelli** and **Piquet** both broke down on the circuit, with Nelson continuing in his spare. **Warwick**, using Fabi's car, went violently off the track, while meanwhile **Prost** was out with the number 4 chassis, which had arrived from Paul Ricard on Friday and which he wanted to use as his race car, as the unreliability of the number 8 chassis still worried him. Jan **Lammers,** his Theodore finally equipped with Goodyear tyres, was back on the track, while **Guerrero** finished using up Ensign's limited supply of Avon tyres.

GOOD YEAR
28

ARNOUX, HAS THE LAST WORD

Final qualifiying promised some heated moments, what with **Patrese** wanting to make his point at all costs and the Alfa Romeos determined to convert their hopes into reality. Riccardo, at the wheel of the qualifying car equipped with carbon fibre brakes, immediately took pole position. His time was an extraordinary 1'23''791, and he finished up his rubber on his racing car.

Giacomelli also made it below the 1'24'' mark finishing with an impressive 1'23''939. **Arnoux**, busy changing his first set of tyres, had not yet improved his Thursday time and therefore lay third, while **de Cesaris**, still beset with the morning's insoluble electrical problems, was unable to fight back with the 182B spare car.

It looked as though the matter would end there, despite gratifying attempts made by **Prost** and **Pironi** with their cars finally up to par. But then came the surprise from the duo Gerard **Larousse-René Arnoux**. The RE30B/7 had spent long minutes in the pits, ready and waiting for his rivals to come in for their fresh sets. Having thus avoided the heavy traffic, some ten minutes from the end of practice, **Larousse** sent his driver into the battle. Catching on to the manœuvre, the hundreds of on-lookers in the pits had gathered by the official timers' little screens. They had not lng to wait for an anwer: 1'23''281.

Drained by this brief but extraordinarily violent effort, **Arnoux** was radiant: he had averaged 88.96 mph, leaving the **Patrese-Giacomelli** duo behind as though they were a bad dream.

De Cesaris, for the reasons mentioned above, and **Lauda** and **Piquet** were unable to improve their times. The Talbot-Ligiers, most delicate to handle, came in 16th and 18th, well behind the spectacular Winkelhock's ATS. **Baldi** and **Lammers,** who had missed one day's practice, together with **Mass, Jarier** and **Guerrero,** who had hardly any tyres left, were the six who failed to qualify.

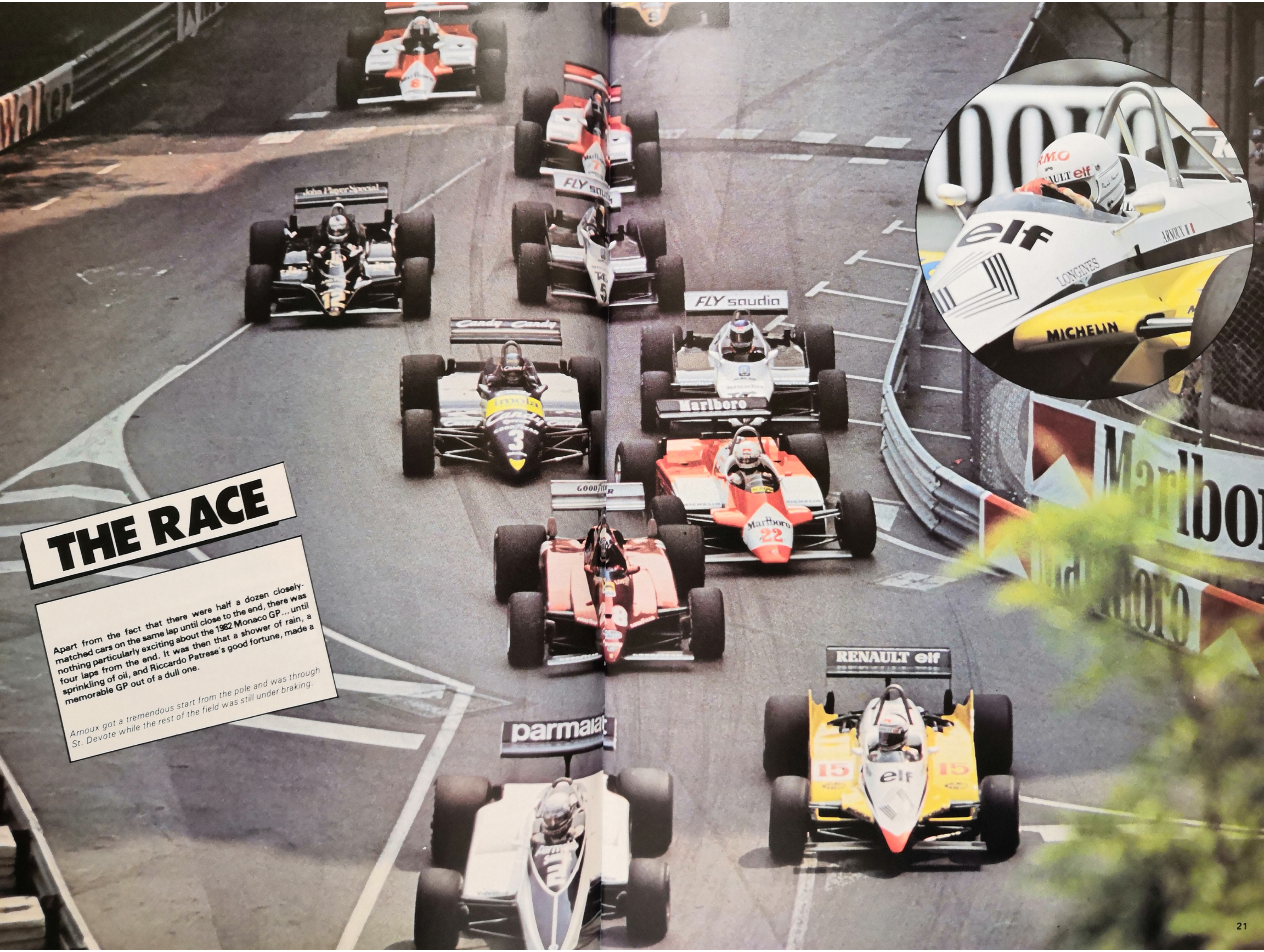
Didier Braillon

Techniques d' Avant Garde
TAG
Mobil
5 saudia

elf
ARNOUX
LONGINES
FACOM
CHAMPION
RENAUL
FERODO

THE RACE

Apart from the fact that there were half a dozen closely-matched cars on the same lap until close to the end, there was nothing particularly exciting about the 1982 Monaco GP... until four laps from the end. It was then that a shower of rain, a sprinkling of oil, and Riccardo Patrese's good fortune, made a memorable GP out of a dull one.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Marlboro
MICHELIN
LONGINES
ARNOUX
elf

Arnoux got a tremendous start from the pole and was through St. Devote while the rest of the field was still under braking.

THIS year's Monaco GP had one unexpected debutant. His name was Keke Rosberg, who had tried three times to qualify in the past (Theodore '78, Fittipaldi '80 and '81) without ever managing to get on to the grid.

"It's a race which you can win from the back," said Rosberg: *"on no account can you afford to take any risks at the start.*

For René Arnoux, brimful of confidence and optimism, that piece of advice was not necessary. The Renault driver, utilising all the extra flexibility conferred by the latest electronic-controlled fuel injection of his Renault, made a clean start to lead Bruno Giacomelli — and a suitably cautious field — through Ste Devote.

Riccardo Patrese, 3rd on the first lap, then lost his place to Alain Prost in his favourite Renault 'development' car, specially sent from Paul Ricard when it proved impossible to get the handling of his race car sorted out. When Giacomelli's promising Alfa ran into gearbox trouble after only three laps, Prost moved up to make it a convincing 1-2 for the Renaults: on a circuit where they had not been expected to do so well.

The first chink in the Renault armour appeared on lap 15, when Arnoux — whose car was understeering with a torn skirt — made a bad mistake at the swimming pool and spun to a halt. He could not restart (engine stalled) and Prost assumed the lead.

A good battle was already brewing between Patrese, Pironi and de Cesaris for 3rd place behind the Renaults, and this took on fresh significance when Arnoux spun. Behind them, Alboreto was momentarily holding Rosberg's new Williams at bay.

At the very end of the field, Henton was struggling round after a stop to change a tyre. Marc Surer, just in front of him, was struggling with a fuel feed problem in his Arrows, which wasn't far behind the misfiring Brabham of Nelson Piquet, already suffering from the over-boost trouble which was to force his retirement with a broken gearbox.

Shortly before half distance, as he sought to open an advantage over de Cesaris and close the gap on Patrese, Pironi had a coming together with de Angelis as the Lotus driver (an exhaust breakage making his engine sound very sick) was being lapped, Pironi did not lose his 3rd place in the incident, but it cost him the nose cone of his Ferrari, which flew off. Pironi drove outstandingly well after that to make up in driving skill what his Ferrari lacked in front downforce.

Rosberg continually pressed de Cesaris for 4th place behind Pironi, once or twice showing him the nose of the Williams but having the door closed on him with some firmness. After one clash with the Alfa, and a spectacular leap over the kerb when leaving Rascasse, Rosberg retired with suspension damage.

In the other Williams, Derek Daly moved into 5th place on lap 30 when Michele Alboreto stopped with suspension damage, but the Irishman had spun wildly at Tabac, losing half a front wing and all of the rear aerofoil in an accident which removed part of the gearbox casting. It is believed that oil from the box may have contributed to the dramatic increase in the slipperiness of the track, which since lap 60 had been lightly sprinkled with rain on the section between Casino Square and the chicane.

The first sign that the circuit was becoming dangerously greasy came with just over two laps to go, when Prost — by then holding a seven second advantage over Patrese — repeated his team-mate Arnoux's mistake and spun wildly just after the 130 mph seafront chicane. The Renault hit the barrier several times, scattering wheels and debris, and it was only prompt flag marshalling which saved Patrese from hitting the wreckage. Prost climbed out with a shaking, and hospital reports later in the day said that his worst injury was a badly bruised beel.

Now in the lead, Patrese drove past his delighted mechanics to start the penultimate lap with an advantage of several hundred metres over Pironi and de Cesaris. Braking for the Old Station hairpin (Loews), however, he spun backwards down the hill and over a kerb. Marshals were still waiting to push start him when the Ferrari and the Alfa slipped past to take 1st and 2nd places. For Patrese, it seemed, any hopes of victory were gone, because Pironi was driving on tip-toe at what seemed half speed, gesticulating urgently to race officials as he gingerly splashed across the line to start the last lap.

But 76 laps of Monaco may be too long for the thirsty Italian cars to contemplate: near Casino, de Cesaris ran out of fuel after a great demonstration of coolness under pressure, while Pironi came to a halt in the tunnel under the Loews Hotel. Patrese went past Pironi without realising that he was now in the lead again. At the start-finish line be had to be persuaded that he had won, and he still looked dazed when he was presented with his trophies by Prince Rainier.

Probably the least outstanding showing of the weekend came from the Marlboro McLaren team. After some modest qualifying times, both John Watson and Niki Lauda found themselves having to work hard for mid-field positions in the race. Watson, after having succeeded in passing Daly for 8th place, stopped with electrical troubles. A long stop eventually revealed a dud battery: he did not rejoin. Lauda, on the other hand, had a poor engine. It refused to rev freely, and although the Austrian was able to stay in the race for a little longer than Watson, he too fell out of 8th place, with an engine that had lost most of its oil and threatened to blow up.

For the record, if Patrese had not been able to re-start after his spin, the race victory would almost certainly have gone to Lotus driver Nigel Mansell, who had lost a lot of time early in the race after a stop for a fresh tyre. Mansell's JPS-Lotus was the first car still running after Patrese's Brabham, and it would have been necessary for it to have completed a whole extra lap to finish the required 76.

by Mike Doodson

1. Arnoux, Giacomelli, Patrese and Prost side by side, thee Pironi, De Cesaris and Rosberg: the order 200 yards from the start. (Photo: B. Asset).

2. The field gets through St. Devote without problems, but the McLarens of Watson and Lauda, the Ligiers of Cheever and Laffite and the ATS of Winkelhock and Salazar are way back, with Henton's Tyrrell. (Photo: B. Asset).

3. Arnoux lost it on lap 15 coming through the first corner around thes wimming pool. He stalled and lost a Grand Prix he should have won. (Photo: B. Asset).

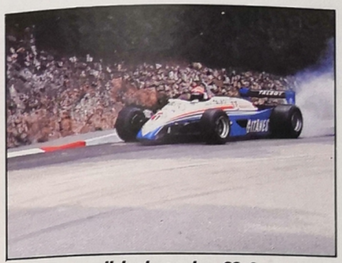
4. That put Prost in the lead with Patrese, Pironi, De Cesaris, Alboreto and Rosberg looking for points (Photo: Loubat/Vandystadt).

5. Alboreto courageously held off a determined Rosberg for 17 laps before the Finn, who has started the race prudently, found the way past on lap 22. (Photo: B. Asset).

6. Piquet, with both turbo and gearbox problems, held off Cheever and De Angelis as best he could... for 13th place. (Photo: L. Froissart).

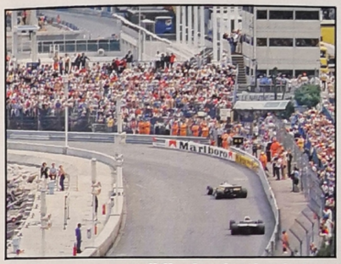
7. Salazar did his best with the ATS but was forced to retire at the start of the 23rd lap when his fire etinguisher went off. (Photo: B. Asset).

8. Cheever in the new JS19 stayed ahead of De Angelis' Lotus for 13 laps despite major roadholding problems because of the shorter skirts. (Photo: B. Asset).



9. But an oil leak on lap 28 forced the American to retire. His teammate Laffite, exhausted in battling dreadful roadholding, retired a few minutes later. (Photo: L. Froissart).

10. Manfred Winkelhock was running 11th, after an excellent 13th place in qualifying, when the transmission on his ATS broke on lap 32, leaving him dejected. (Photo: J.P. Longuet).



11. Prost was solidly in the lead, but Patrese closed menacingly when they got into traffic. (Photo: B. Asset).

12. De Cesaris and Rosberg fought fiercely for 4th place. Keke, thinking he had found a way trough, was to hit the Alfa and the kerb, breaking the front suspension. (Photo: B. Asset).

13. Rosberg was out but Daly was still in action for Williams, cutting back Alboreto's lead. He got the place when the Tyrrell's suspension broke. (Photo: B. Asset).

14. Mansell changed tyres on his Lotus on lap 47 and then maintained a regular pace, passing teammate De Angelis on the chaotic last lap. (Photo: B. Asset).

15. Pironi drove one of his best races despite a lack of grip after losing his nose cone in a brush with De Angelis, holding off De Cesaris. (Photo: B. Asset).

16. Prost crashed, Pironi, De Cesaris and Daly stopped on the last lap, and Patrese miraculously won a race despite a spin and stall on the penultimate lap. De Angelis, who was 5th, also went onto the royal rostrum for some unknown reason. (Photo: B. Asset).

Monaco statistics

GRAND PRIX OF MONACO

Date : 23 may, 1982
Circuit : Monaco
Circuit length : 2.058 miles
Race distance : 76 laps, 156.406 miles
Weather : sun, then light rain
Attendance : 75,000

STARTING GRID

PATRESE
Brabham BT49D
1'23''791
PROST
Renault RE30B
1'24''439
ROSBERG
Williams FW08
1'24''649
DALY
Williams FW08
1'25''390
WATSON
McLaren MP4B
1'25''583
LAUDA
McLaren MP4B
1'25''838
WINKELHOCK
ATS HGS/1
1'26''260
CHEEVER
Talbot-Ligier JS19
1'26''643
LAFFITE
Talbot-Ligier JS19
1'27''007
SALAZAR
ATS HGS/1
1'27''022

ARNOUX
Renault RE30B
1'23''281
GIACOMELLI
Alfa Romeo 182
1'23''939
PIRONI
Ferrari 126C2
1'24''585
DE CESARIS
Alfa Romeo 182
1'24''928
ALBORETO
Tyrrell 011
1'25''449
MANSELL
Lotus 91
1'25''642
PIQUET
Brabham BT50-BMW
1'26''075
DE ANGELIS
Lotus 91
1'26''456
HENTON
Tyrrell 011
1'26''690
SURER
Arrows A4
1'27''019

Did not qualify

Baldi, Arrows A4, 1'27''208 - **Lammers**, Theodore TY02, 1'27''523 - **Mass**, March 821, 1'27''885 - **Warwick**, Toleman TG181, 1'28''075 - **Jarier**, Osella FA1C, 1'28''264 - **Guerrero**, Ensign N181, 1'28''563

Did not prequalify

Fabi, Toleman TG181, 1'30''407 - **Paletti**, Osella FA1C, 1'31''059 - **Boesel**, March 821, 1'31''212 - **Serra**, Fittipaldi F8D, 1'31''471 - **De Villota**, March 821, 1'52''401.

RESULT

1. **Patrese**, Brabham BT49D, 76 laps in 1hr54'11''25, 132,300 mph

2. **Pironi**	Ferrari 126C2	1 lap behind
3. **De Cesaris**	Alfa Romeo 182	1 lap behind
4. **Mansell**	Lotus 91	1 lap behind
5. **De Angelis**	Lotus 91	1 lap behind
6. **Daly**	Williams FW08	2 laps behind
7. **Prost**	Renault RE30B	3 laps behind
8. **Henton**	Tyrrell 011	4 laps behind
9. **Surer**	Arrows A4	6 laps behind

PREVIOUS WINNERS

(last five races)

1977 : Scheckter (Wolf Ford)
1978 : Depailler (Tyrrell Ford)
1979 : Scheckter (Ferrari)
1980 : Reutemann (Williams Ford)
1981 : Villeneuve (Ferrari)

F1 CONSTRUCTOR'S CUP

1. McLaren 29pts - **2.** Renault, Ferrari 22pts - **4.** Williams 21pts - **5.** Brabham 15pts - **6.** Lotus 14pts - **7.** Tyrrell 10pts - **8.** ATS, Talbot-Ligier, Alfa Romeo 4pts - **11.** Osella 3pts - **12.** Fittipaldi 1pt.

OFFICIAL QUALIFYING TIMES

	Untimed practice 1	Timed practice 1	Untimed practice 2	Timed practice 2
Arnoux	1'25''957	1'24''543	1'25''384	**1'23''281**
Patrese	1'26''369	1'24''929	1'23''775	**1'23''791**
Giacomelli	1'25''475	1'26''083	1'26''201	**1'23''939**
Prost	1'27''194	1'25''766	1'25''712	**1'24''439**
Pironi	1'27''404	1'27''360	1'26''066	**1'24''585**
Rosberg	1'25''723	1'25''125	1'25''882	**1'24''649**
De Cesaris	1'25''439	**1'24''928**	1'25''072	1'25''235
Daly	1'26''395	1'25''505	1'25''376	**1'25''390**
Alboreto	1'26''147	1'25''840	1'24''917	**1'25''449**
Watson	1'28''349	1'27''317	1'25''434	**1'25''583**
Mansell	1'27''964	1'26''202	1'24''714	**1'25''642**
Lauda	1'26''226	**1'25''838**	1'25''498	1'26''019
Piquet	1'29''158	**1'26''075**	1'26''486	1'26''120
Winkelhock	1'29''492	1'27''952	1'27''437	**1'26''260**
De Angelis	1'28''220	1'27''568	1'27''363	**1'26''456**
Cheever	1'28''345	1'28''058	1'27''278	**1'26''463**
Henton	1'29''718	1'28''971	1'27''994	**1'26''690**
Laffite	1'27''413	1'28''353	1'26''609	**1'27''007**
Surer	1'30''670	1'28''380	1'28''324	**1'27''019**
Salazar	1'30''793	1'29''574	1'28''832	**1'27''022**
Baldi	1'31''135	1'29''306	1'29''398	**1'27''208**
Lammers			1'27''949	**1'27''523**
Mass	1'28''340	1'29''452	1'27''830	**1'27''885**
Warwick	1'29''903	1'31''233	1'28''315	**1'28''075**
Jarier	1'28''415	1'29''057	1'29''029	**1'28''264**
Guerrero	1'31''839	1'32''183	1'28''592	**1'28''635**

PROVISIONAL DRIVERS' WORLD CHAMPIONSHIP STANDINGS

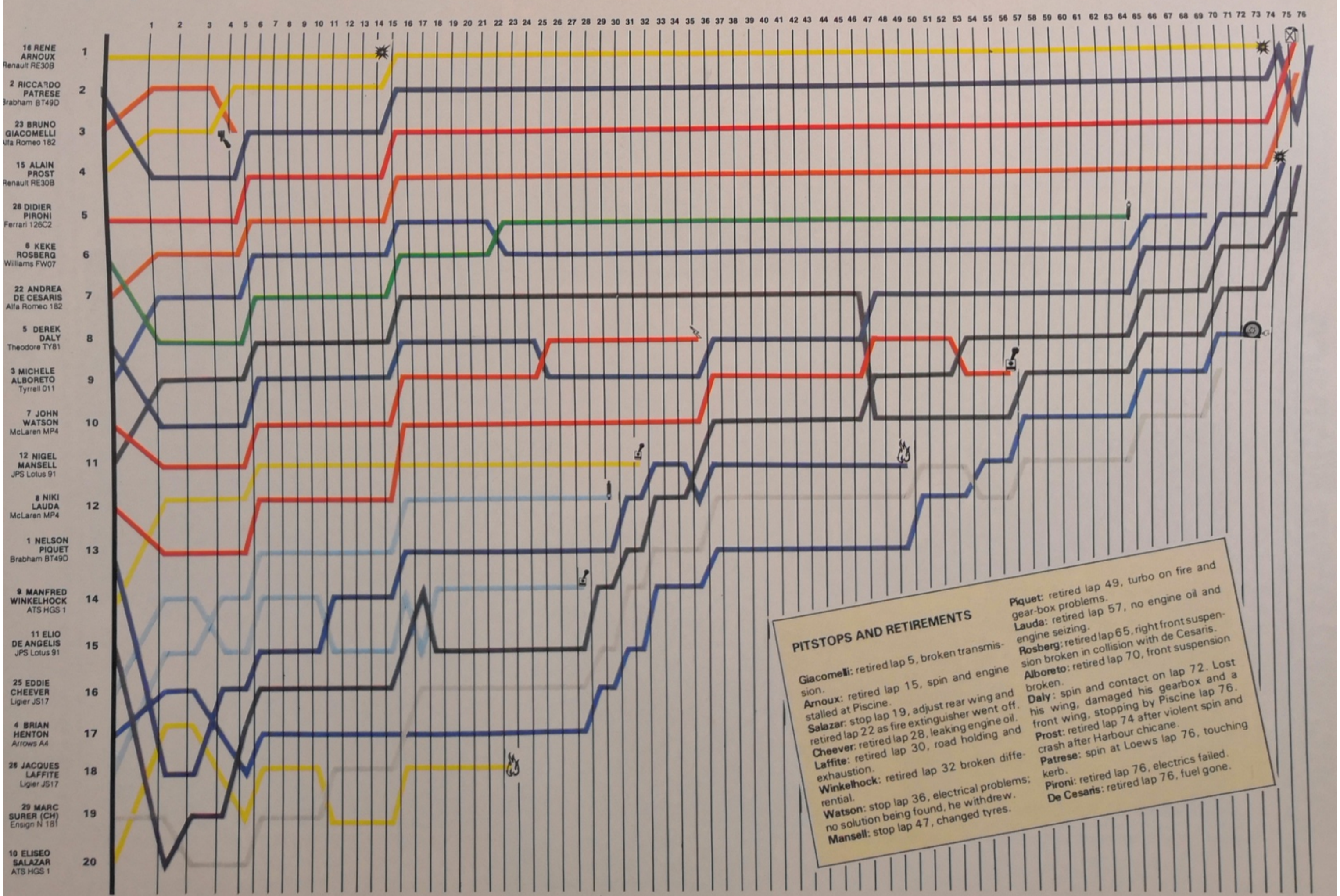
(After South Africa, Brazil, USA West, San Marino, Belgium and Monaco GP's)

1. Prost	9	9	—	—	—	—	18
2. Watson	1	6	1	—	9	—	17
3. Pironi	—	1	—	9	—	6	16
4. Rosberg	2	—	6	—	6	—	14
5. Patrese	—	—	4	—	—	9	13
6. Lauda	3	—	9	—	—	—	12
7. Alboreto	—	3	3	4	—	—	10
8. Mansell	—	4	—	—	—	3	7
. De Angelis	—	—	2	—	3	2	7
10. Reutemann	—	—	—	6	—	—	6
. Villeneuve	6	—	—	—	—	—	6
12. Cheever	—	—	—	—	4	—	4
. De Cesaris	—	—	—	—	—	4	4
. Arnoux	4	—	—	—	—	—	4
15. Jarier	—	—	—	3	—	—	3
16. Salazar	—	—	—	2	—	—	2
Winkelhock	—	2	—	—	—	—	2
. Piquet	—	—	—	—	2	—	2
19. Serra	—	—	—	—	1	—	1
. Daly	—	—	—	—	—	1	1

THEIR FASTEST LAPS

	Time	Lap n°
Patrese	1'26''354	69
Pironi	1'26''563	67
De Cesaris	1'27''138	12
Mansell	1'27''526	68
De Angelis	1'27''641	37
Daly	1'27''073	59
Prost	1'26''618	53
Henton	1'29''939	43
Surer	1'30''325	12
Alboreto	1'27''168	32
Rosberg	1'27''472	43
Lauda	1'27''415	19
Piquet	1'29''509	31
Watson	1'27''630	19
Winkelhock	1'29''017	10
Laffite	1'28''975	10
Cheever	1'30''335	19
Salazar	1'31''701	22
Arnoux	1'27''546	9
Giacomelli	1'30''326	3

e-Lap by lap - Giro per giro - Runde um runde - Tour par tour - Vuelta a vuelta - R



PITSTOPS AND RETIREMENTS

Giacomelli: retired lap 5, broken transmission.
Arnoux: retired lap 15, spin and engine stalled at Piscine.
Salazar: stop lap 19, adjust rear wing and retired lap 22 as fire extinguisher went off.
Cheever: retired lap 28, leaking engine oil.
Laffite: retired lap 30, road holding and exhaustion.
Winkelhock: retired lap 32 broken differential.
Watson: stop lap 36, electrical problems; no solution being found, he withdrew.
Mansell: stop lap 47, changed tyres.
Piquet: retired lap 49, turbo on fire and gear-box problems.
Lauda: retired lap 57, no engine oil and engine seizing.
Rosberg: retired lap 65, right front suspension broken in collision with de Cesaris.
Alboreto: retired lap 70, front suspension broken.
Daly: spin and contact on lap 72. Lost his wing, damaged his gearbox and a front wing, stopping by Piscine lap 76.
Prost: retired lap 74 after violent spin and crash after Harbour chicane.
Patrese: spin at Loews lap 76, touching kerb.
Pironi: retired lap 76, electrics failed.
De Cesaris: retired lap 76, fuel gone.

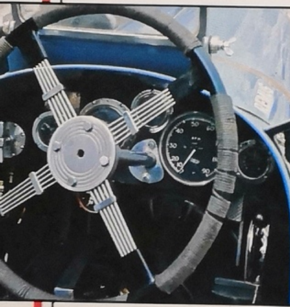
Postcard from Monaco

F.3 has spectacular too ...

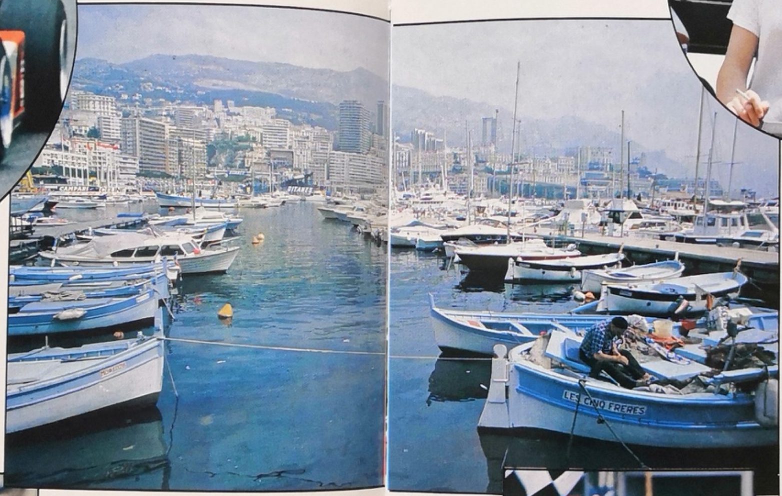
Borg at play ...

... commentatas at work.

... and Monaco by night.



It's an ERA,



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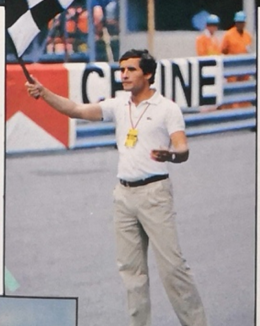


Beltoise and Ickx play too

Love GPI

RON DENNIS, RACING GAMBLER

Niki Lauda and John Watson both drive the Mc Laren MP4. It was a real long shot to bring the Austrian two-time champion back into Formula 1. Ron Dennis took the risk, quite sure the results would be good.

At 34, McLaren International's joint Managing Director Ron Dennis is the youngest man in the Grand Prix hierarchy. He started as a mechanic and now shares control of the fastest-rising team in the sport, with more to come later this year in a new collaboration with Porsche.

by Mike Doodson

Sponsorship is Ron Dennis' special area of responsability, so perhaps it was inevitable that any discussion with him tends to be punctuated with an adman's weasel words. «Executive decisions» and «learning curves» are all part of his vocabulary: he «maximises opportunities» himself, leaving his associates to «monitor the logistics.»

That sort of talk goes down rather well behind the closed screens in the back of the paddock motorhomes where large sums of money are extracted from the well-dressed agency men with the gold Rolexes and silk shirts. Ron, his four co-directors at McLaren International, and of course his two drivers, don't wear Rolex. Instead, he's done a deal with the Swiss watch company Ebel, whose gorgeous gold time-pieces glitter on the McLaren wrists. No doubt this «association with excellence» will have rewarding commercial results for Rolex's (temporarily) less well known rival.

Behind the image, Ron Dennis is a practical man, loyal and honest, passionately interested in the well-being of his employees. He throws a party for them every Christmas, with the very best in food, wine and entertainment. The draughty old McLaren Racing factory at Colnbrook, under the glide path of the

→

Ron Dennis, 34 and Brabham's former chief mechanic, has been a co-director of Team Mc Laren for a year now. It's a logical job for this thoroughly pragmatic and ambitious man.

jets alighting at Heathrow, saw an amazing night. Niki was there, and Wattie: so were the sponsors, and so was the lad who sweeps the floor every morning and afternoon.

For once, Ron let his hair down. Dressed in a tail coat and white tie, he allowed himself to be taken by the drink. But everybody there knew that it was once-a-year occurence, and on Monday morning I don't doubt that he still arrived in his office before most of the staff.

Those who've been involved in racing for more than ten years will remember Ron Dennis with a spanner in his hand. He was still at school when he took a holiday job at Brabhams, sweeping the floor and getting promoted to a job in charge of the fuel churns when the team went racing at Goodwood. He says he can't remember dates, but it must have been around 1965 because all the drivers -- he recalls -- wore string-backed gloves, and Dan Gurney was the driver in the Brabham-Climax. He soon took a permanent job with Thomson & Taylor, the Weybridge company which before the war had built and maintained many of the cars which raced at the nearby Brooklands circuit. And when «T & T» became part of the Chipstead Group (the business run by race-fan Jonathan Sieff, heir to the Marks & Spencer supermarket fortune), Ron got an «internal transfer» to the Cooper Car Co, another of Sieff's acquisitions.

A fourth gamble looms in the not so distant future. In Stuttgart Porsche is preparing a turbocharged V6 engine for McLaren. If some of McLaren's FOCA partners get their way, the Porsche engine will never be allowed to run, but like all other decisions the team's policy will not be settled until the last possible moment.

«The engine should run on the dyno in the second week of November,» Ron explains. *«Prior to that there will be dummy engines available to us, and a lot of test-rig work will have been done by Porsche. As a result, we don't anticipate the sort of problems which some of the other teams have had with their turbo engines.*

«We hope to put an engine in a car by mid-December. We're not going to build a mobile test bed, though. There is total commitment to the new car, which is designed to use all the properties of the Porsche engine and to accomodate all the systems needed to run it. As with all our projects, there will be 100 per cent commitment... so if it doesn't work, then we're really in the rhubarb.»

On the evidence, though, all the angles have been covered. Three big gambles have already paid off for Ron Dennis, and now he has not only his own experience on which to draw, but also that of all his fellow directors in the amalgamated company.

«I like to think I've had my share of ups and downs,» he grins. *«I hope that I'm not headed for a down after all this time -- and I don't think I am.»* His confidence, it must be noted, is shared by a lot of interested sponsors...

After several months as a «gofer», the ambitious youngster found himself looking after Jochen Rindt's Cooper-Maserati. It was 1967 and Ron was still only 19, yet he must have been good at his job because when Rindt went to Brabham for 1968, he took his mechanic with him. Ron stayed for four years, rising to Chief Mechanic at the end of his time there.

It's difficult to think of any other mechanics who've gone on to own their own Grand Prix racing teams, but Ron doesn't think that's relevant. *«When someone reminds me that I was once a mechanic, it irritates me. I never intented to stay a mechanic for ever, it was just one of several ways available to me to get into what I wanted to do.»*

By the end of 1971, he'd decided to make what he regarded as the most important step of his life, the first of three big gambles which he's taken in his career. In partnership with his friend Neil Trundle, also a Brabham mechanic, he went off and formed Rondel Racing to race a couple of Formula 2 cars which were loaned to them by Ron Tauranac.

«Nobody, not even our brothers and sisters, thought that it could be done. At that time, motor racing was thought to be the sport of the wealthy. The idea of a couple of mechanics going out and forming their own racing team was, well, unacceptable.»

Ambitious as it was, Rondel Racing was quite a success until the Yom Kippur War at the end of 1973 frightened off the sponsors. Drivers like Graham Hill, Henri Pescarolo, Tim Schenken, Bob Wollek and others won races for the team, and even in the second year --when no fewer than five of Rondel's own-built F2s were maintained and raced under a giant canopy in the paddock -- the team was financially viable. Perhaps Ron's most important achievement is that he's still friends with the two London businessmen whose money paid for him to learn some expensive lessons as a team owner.

He still finds it difficult to resist picking up some tools, especially when there's a panic on. *«Strangely enough, I manage to resist because of a bad road accident that I had in 1972, when I went through the windscreen of my E-type. Quite apart from the weeks I spent in hospital, I was forbidden to do any physical work, so I was forced into a managerial role with Rondel.»* Neil Trundle, on the other hand, who now runs his own little F2 and F3 racing team, still wears overalls and gets his hands dirty.

The second big gamble in Ron Dennis' life came many years later, in late 1979. For a long time he had contented himself with interesting combinations of chassis, engine and driver in F2 and F3. His teams, Project 2, Project 3 and Project 4, had a reputation for such smart preparation that they attracted good sponsorship and keen drivers (never the latter without the former, though).

Marlboro
rmalat
Lauda
M

Ron Dennis is no silent partner. He pulls his own weight in technical decisions with his two drivers. His parner Teddy Mayer's role is now more purely administrative.

Unlike many other teams, Dennis' «Projects» were run on strictly business-like terms. There was thick carpet on his office floor, rubber plants in the corner and a slick accounting system which probably allocated every cup of fresh-perked coffee to one job number or another. Every mechanic had his own American Express card inside his Samsonite. Wags dubbed them «Team Briefcase.» And it all made a powerful impression on a designer called John Barnard...

«One of the most amusing aspects of what has happened,» grins Dennis, *«is that, to this day, John Barnard considers that I pulled the most amazing confidence trick of my life by persuading him that I could find the money for an F1 project as fast as he could spend it.»*

It was certainly an ambitious plan. The F2 and F3 teams were running profitably, and there was also a major association with BMW for the race-preparation of M1 Pro-Car chassis. The accountant told him that there would probably be a surplus of around $ 150,000 to get an F1 car underway. In return for a shareholding in the company, Barnard agreed to leave the Chaparral Indy-car project (where he was getting precious little credit) and stake his future on Ron Dennis.

«One of the philosophies which I find works well is not to make a decision until you have to. It was as a result of that deduction that I realized that I had to build the car first and find the money later,» says Ron. *«I knew already that the levels of finance needed for Formula 1 are so great that it is impossible to obtain those figures simply on the basis of selling an idea.»*

With Barnard examining some very expensive methods of constructing the car (his first-ever F1), the necessity of finding a sponsor grew urgent rather quickly. As everyone now knows, the finance eventually came from Marlboro, via an alliance with McLaren which must have seemed as logical to Ron Dennis as it must have been distasteful to the management of McLaren Racing. In effect, Dennis and Barnard, together with Ron's long-time associate Creighton Brown, amalgamated their racing business with the F1 interests of Teddy Mayer and Tyler Alexander. We described it at the time as a *«shotgun wedding, with John Barnard's car as the unborn child and Marlboro wielding the weapon.»*

As Dennis says, Marlboro had too much invested in McLaren to let the name sink without trace. *«I had a good relationship with Marlboro, and I had the reputation of delivering success consistently. We went in with clearcut areas of responsibility -- and it worked. A lot of people look for friction, and if they look hard enough they'll find it. But basically it's constructive criticism: the partnership is a good one... and it also works.»*

The joint Managing Directors are Dennis and Teddy Mayer. As a lawyer, Mayer gets the political job of representing the team inside FOCA, while Dennis looks after finding the sponsors and signing the drivers. The team's three other Directors are Mayer's old partner, American Tyler Alexander (who looks after the logistics of the team's constant travels when he's not helping with the engineering), and Dennis' two former partners, Barnard and Brown.

Barnard has total responsibility for Design, including a rigorous quality control procedure which contributes to the re-established reliability for which the name McLaren was once famous. Creighton Brown, a keen amateur racer whose name is an international byword in pig farming, looks after relations with sponsors at the circuits.

The third gamble in Dennis' career was surely the signing of Niki Lauda. After a fruitful association with the Austrian in Pro-Car days, Ron had telephoned Salzburg weekly, usually to persuade Niki to reconsider his retirement. That he was successful is recent history, but less well known is the fact that a clause was written into their contract giving McLaren International the right to fire their superstar after three races. *«As everyone is aware,»* says Ron, *«Niki is one of the highest paid drivers in F1. We needed some way of, shall we say, reducing the losses if it hadn't all worked out. We all had some doubts, including Niki -- but we would never have signed the contract if we hadn't had faith in him.»*

☐

Lauda, Dennis, Watson: thanks to the new Porsche engine, Ron should make some waves next year. The same is true of Niki: the Italian press has him driving a Ferrari. And John? So far, the question has not been put.

Though at first glance he might seem discreet and withdrawn, an impression reinforced by the inevitable black he wears, Pierre Dupasquier is both open-minded and superbly fluent: an argument with him is bound to enrich even Bibendum!

PIERRE DUPASQUIER

Michelin is in the news. The French company has equipped the winners of four of the first five Grands Prix this season, it is closely involved in current projects aimed at reducing performances --and surprisingly is equipping the little ATS team as well as its Big Four. GPI asked its racing director Pierre Dupasquier about the problems of Grand Prix competition.

We started with a question about the FISA Casablanca decisions:

''It's obvious that we are not in Formula One to roll tyres around the paddock but to fit them to cars, so we feel very strongly involved in the overall evolution of the cars. Our efforts aim at enabling a car, thanks to its tyres, to have a consistent performance on the track. So we oppose any arbitrary decision that would endanger this concept. Furthermore, the stability of the regulations is of enormous importance. The world of Formula One is an industrial world, and the cost of research and investment is exceptionally high. So one must know, when starting a new area of experiments, whatever it may be, until what date it will be possible to benefit from the results.

''Consequently, Michelin's position is extremely reserved towards a short-term modification of the rules. It is not necessarily very easy to reduce a car's performance by a limitation of its tyres. Reducing the width would mean the car going faster on the straight and braking sooner, without increased safety: drivers always brake on the limit and the only change would be that this would be a different limit.

''On the other hand, it is true that in corners, given that there would also be a definition for a reduction in aerodynamic downforce, speeds could be reduced. But there would be a much greater effect if a driver lost control. One or two spins would no longer be enough to bring the car to a complete halt, as it is today. But to be positive, if the authorities impose restrictions, it will be our duty as a company to try to solve the new parameters of the problem. Our belief is that anything is possible, but I wonder if questions of ''economy'' are really valid in Formula One. It's not necessary to bastardize the top level of motor sport while we have the financial means to do otherwise''.

What problems do a reduction of tyre width pose to a manufacturer?

''None, it's only a question of time. Once the rules are known, there have to be a series of tests to redefine the product. Narrow tyres mean less rubber on the road and thus, with equal downforce, a completely different compound. But there is absolutely no doubt that our accumulated experience will be extremely valuable. There is no reason to say that reducing tyre width will force us to start again from zero.''

Where does the TRX tyre stand in Formula One, and how does it differ from an ordinary radial?

''The principal characteristic of the TRX is the way in which the tyre is placed in relation to the rim, and the shape of the rim, which is different to the traditional shape. The link between the rim and the tyre is different, allowing a large transversal component of movement while still having the vertical component which provides comfort, as well as good flexibility. It is also relatively easy to drive. The tyre actually works in conditions which are specific to the TRX. Once we started using this technology in Formula One, the drivers unanimously appreciated the performance of the rear tyres, which confirms the good mix of 'longitudinal' and 'transversal' movement. On the front, however, which is most important during the entry to the corner, the TRX has not yet brought decisive progress. Currently, all the cars we equip have TRX at the rear and 13 inch radials on the front.''

What is the driver's role in the choice and life of a tyre, and can one say that Niki Lauda proved at Long Beach to be a notch above his rivals in this field?

''When a car is not competitive, only patient work, largely on factors that are outside measurable physical data, can develop its performance. And this work by technicians is based on and directed by the information given by the driver. His role is thus of overwhelming importance because if he says stupid things, development goes in the wrong direction. When a driver comes into the pits and complains of lack of grip, it is vital to know if it is a problem linked to tyres or to aerodynamic downforce. It's very delicate to balance a car aerodynamically and mechanically, to decide on front or rear adjustments.

''As for Lauda's win at Long Beach, it was completely logical and I don't see how we could not have taken first place. Only racing incidents stopped the other cars we equipped, and the fact that Lauda was the only survivor at the flag should not obscure that during each practice session and in the race, the lap times showed we had an enormous advantage over our competitors.

''We supplied two, more or less equivalent, choices for the Grand Prix. We cannot be held responsible for Prost's problems of lack of grip for mechanical reasons, Watson's stop with his tyres destroyed because of a broken skirt, or Cheever's stop with his rear tyres completely worn at mid-race because of a totally unbalanced car. At the finish, Lauda's tyres were in perfect shape: the most worn spot on the rears had 3.6 mm of rubber left from the 4.5 mm of a new tyre.

''It's clear that working with Niki is very positive: he has raced more than 5,000 kilometers (3,100 miles) in the lead in Grands Prix and has unmatched driving experience. And those thousands of kilometers were not raced stupidly. This enormous background has allowed him to develop a sort of mental detachment towards pure driving. In contrast, the potential of a younger driver is totally devoted to staying on the island. Because of that, he can't simultaneously reflect on what is happening concerning the tyres.''

This year, Michelin only equipped the top teams, Renault, Alfa Romeo, Talbot-Ligier and McLaren. Why did you agree to supply ATS from Zolder onwards?

''It's very simple. For his own reasons, Gunther Schmid decided to race his ATS cars at Imola despite FOCA's boycott order. Once there, he went to explain to the big teams that if he stayed with them and took part in the race, it was absolutely clear that he could no longer count on Avon.''

Which has been brought back into racing by Bernie Ecclestone.

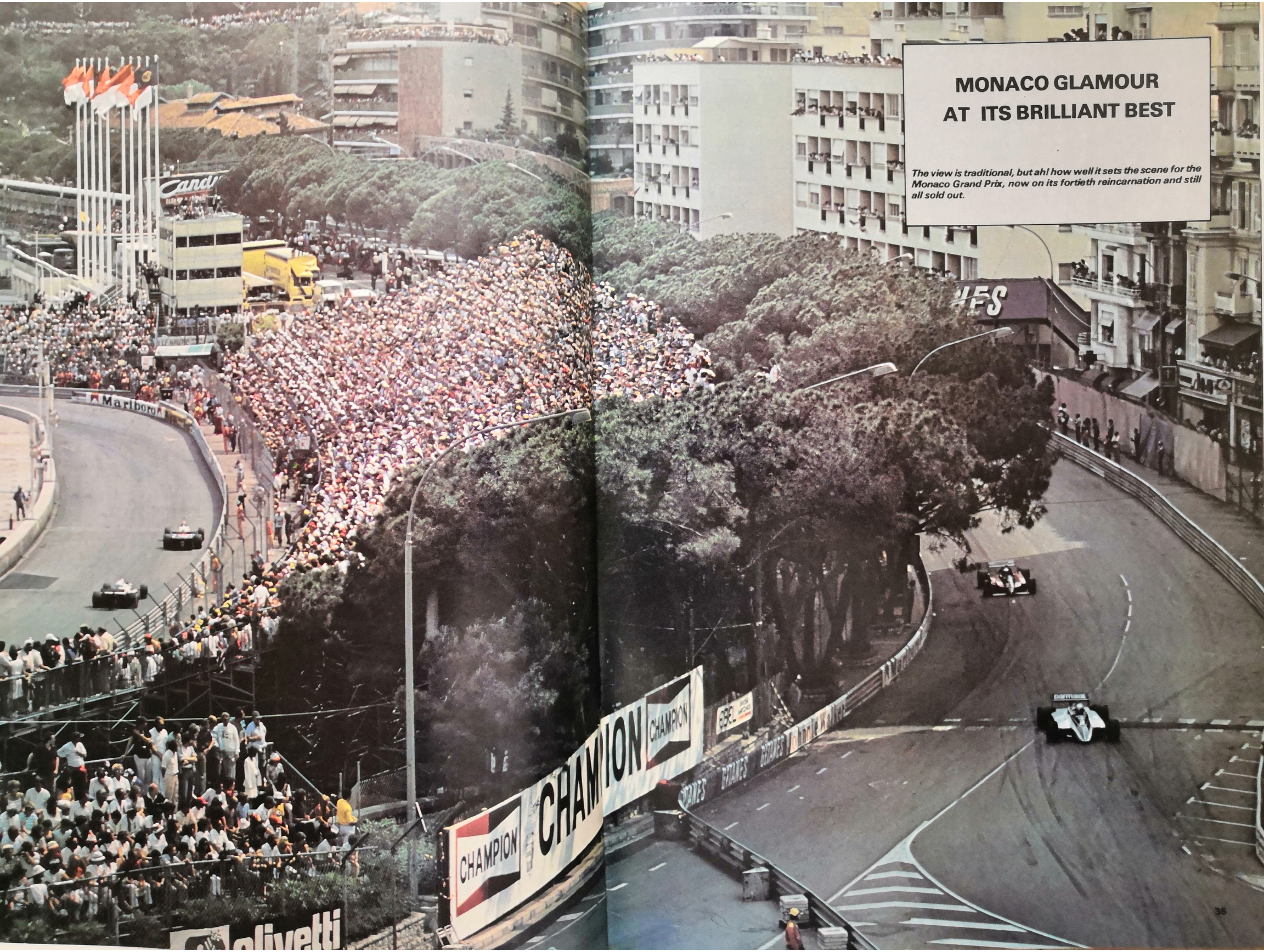
''These big teams, equally for their own reasons, were particularly keen to save the Grand Prix and insisted that ATS take part, and they sought a solution to the tyre problem. This solution could be through us, not immediately, because of a problem of rim sizes, but from the following race. That was the case, and it was our two teams which were present at Imola, Renault and Alfa-Romeo, who asked us to equip ATS. We agreed, to please them, in the framework of our relations and of our contract with them. In fact, we don't really have the capacity to do it, for quantitative reasons, and we haven't yet decided exactly how we will supply ATS where quantity is concerned. In Belgium everything was alright because we had tyres left over from Imola and these 'remnants' proved far from foolish at Zolder.

''It's going to be more difficult in future, but we will obviously do what is necessary so as not to make fun of ATS. We agreed to supply them and obviously we will do so in satisfactory conditions. We will probably offer them at least one type of qualifier and two types of race tyre.''

Didier Braillon

MONACO GLAMOUR AT ITS BRILLIANT BEST

The view is traditional, but ah! how well it sets the scene for the Monaco Grand Prix, now on its fortieth reincarnation and still all sold out.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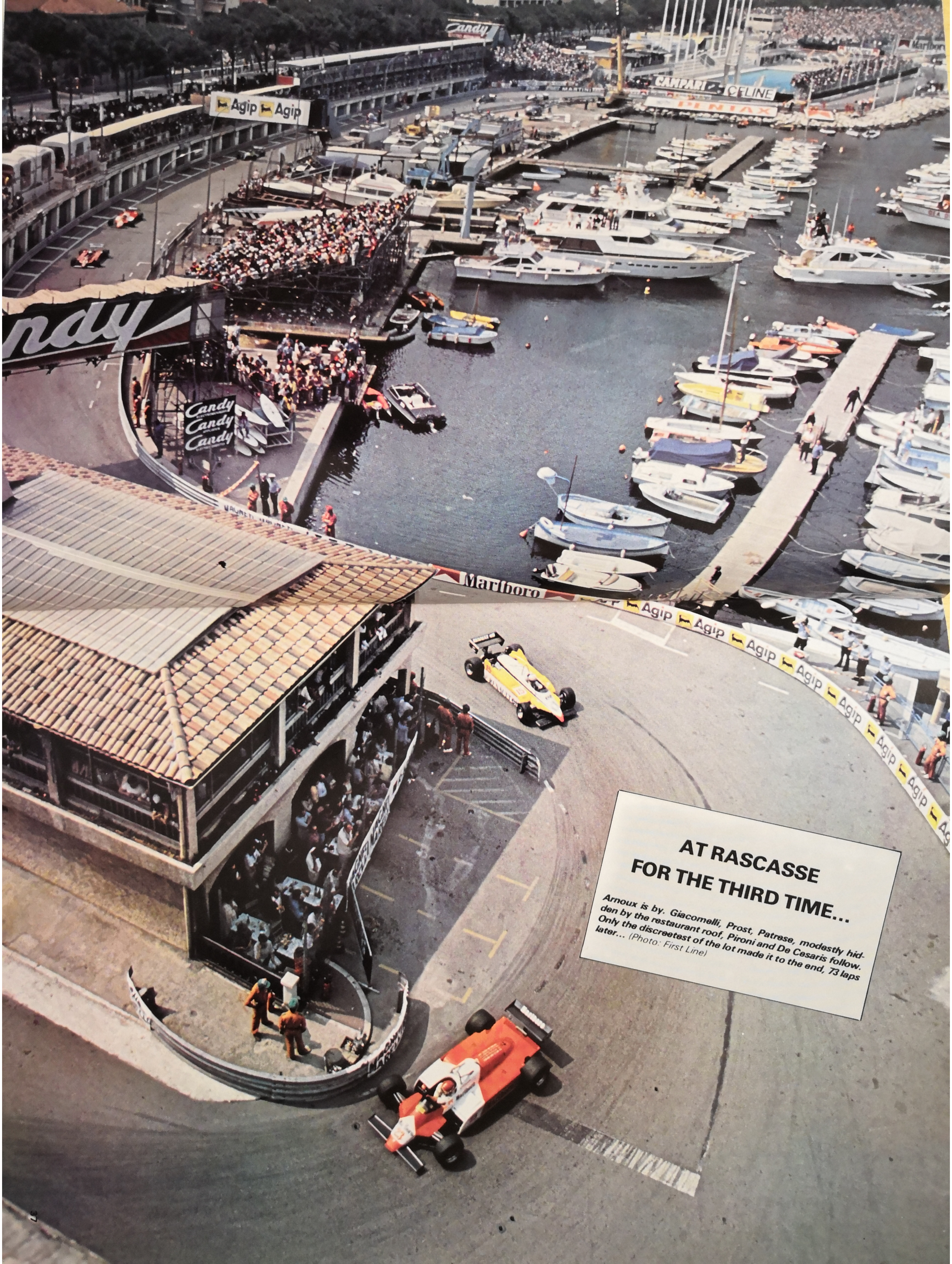
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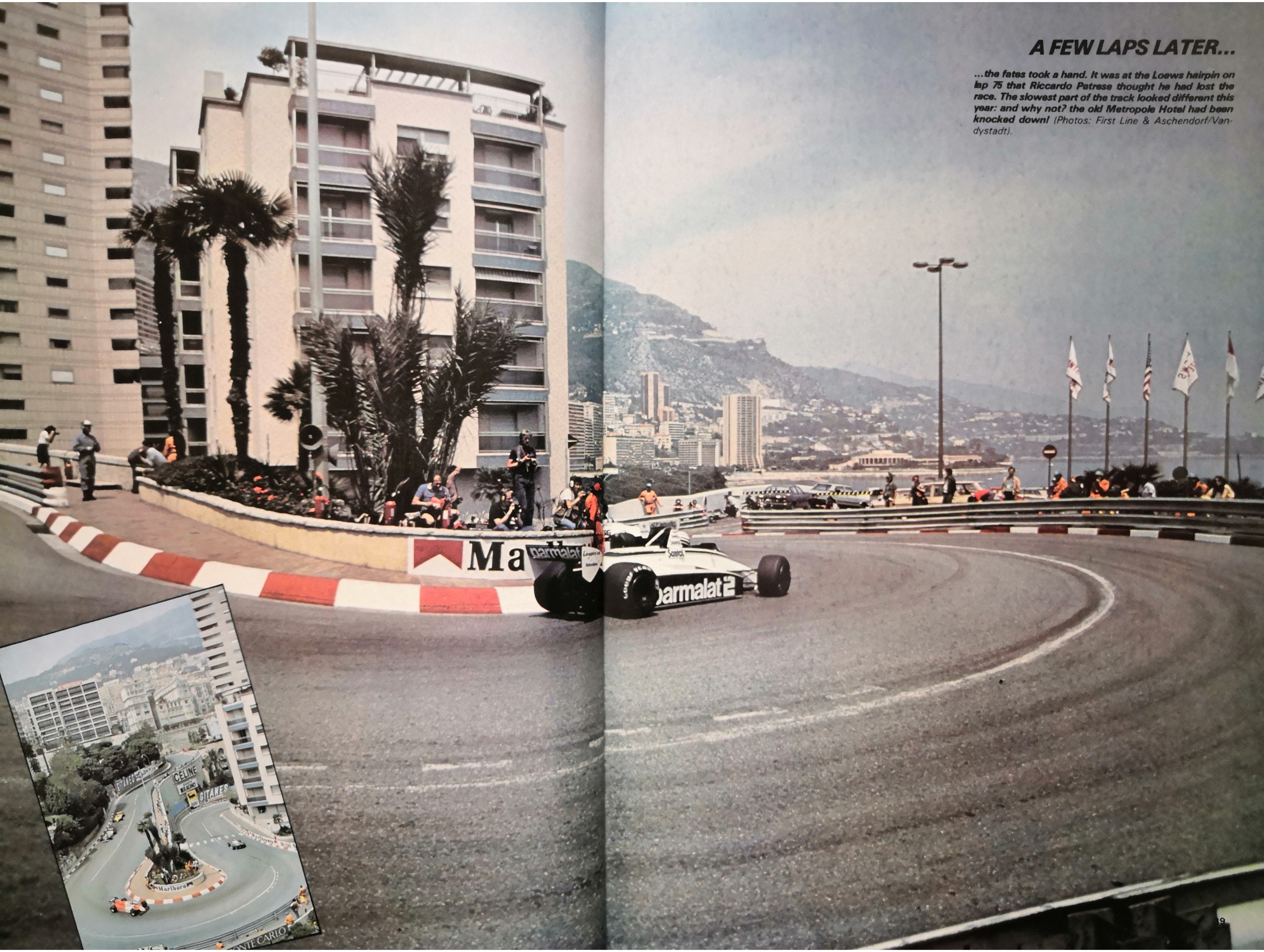
AT RASCASSE FOR THE THIRD TIME...

Arnoux is by. Giacomelli, Prost, Patrese, modestly hidden by the restaurant roof, Pironi and De Cesaris follow. Only the discreetest of the lot made it to the end, 73 laps later... *(Photo: First Line)*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MONTE CARLO

A FEW LAPS LATER...

...the fates took a hand. It was at the Loews hairpin on lap 75 that Riccardo Patrese thought he had lost the race. The slowest part of the track looked different this year: and why not? the old Metropole Hotel had been knocked down! *(Photos: First Line & Aschendorf/Vandystadt).*

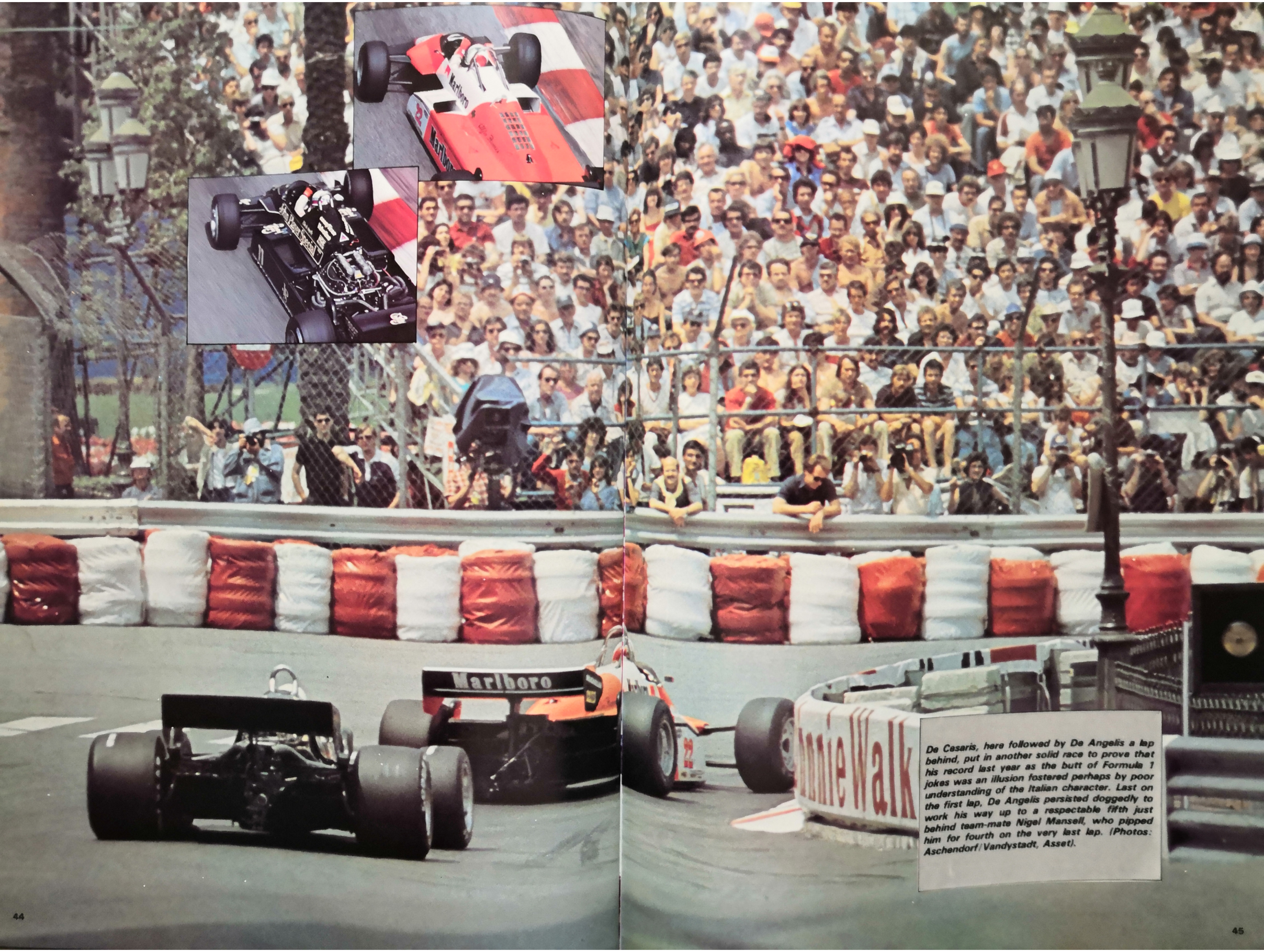
THE RED IS ON!

This is where Pironi loses the Monaco GP, just a few hundred yards from the finish. Coming through here at full speed, his turbo expels all the fires of hell.

GOODYEAR
Candy
LONGINES

elf
LONGINES
PROST
MAGNETI MARELLI
15

Fourth on the grid, Alain Prost led the race for 58 laps. He was eight kilometers from victory when oil and water failed to mix and sent him skidding into the guard rails. His Renault hit first one rail and then the other, while a wheel flew extravagently through the air. The result was retirement and yet another missed opportunity for the world championship leader. (Photo: B. Asset).


Marlboro
John Player Special
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Marlboro
Johnnie Walk

De Cesaris, here followed by De Angelis a lap behind, put in another solid race to prove that his record last year as the butt of Formula 1 jokes was an illusion fostered perhaps by poor understanding of the Italian character. Last on the first lap, De Angelis persisted doggedly to work his way up to a respectable fifth just behind team-mate Nigel Mansell, who pipped him for fourth on the very last lap. (Photos: Aschendorf/Vandystadt, Asset).

THE AMBITIONS OF ANOTHER ENZO

As it reaches its third complete Formula 1 season, the third Italian team competing for the world Championship seems to be well on its way. Jarier's racing performance at Zolder did not go unnoticed. Neither did the points he harvested at Imola or his times at Long Beach. Are pleasant surprises in store from this brave small team ? The ambitions of Enzo di Volpiano, the name is a respectful homage to the other Enzo of Maranello, are well founded and the second half of the season should show gradual improvement in the Osella team and a definitive launch in 1983.

Giorgio PIOLA

There have been many changes and innovations in the past few months. First, there has been a complete turnover of the whole technical staff. Osella had formerly relied on the youthful Strano as his engineer, with outside advice from engineer Giorgio Valentini, who designed the first FAIC.

"Unfortunately engineer Valentini lacked the time to devote himself fully to our Formula 1 programme. He saw us through the construction of our first car and then left us to manage on our own. Frankly, that was too much for us: the basic design was complex and we really needed as much time as possible to do our research and come up with viable solutions. Now we have a new technician, young but already quite expert. His name is Hervé Guilpin *and the car which almost made its début in Monaco with Jean-Pierre Jarier is his first real creation since he joined us. It is not a remodelling job on the old monocoque, but a brand new project. The frame's rigidity was carefully studied: we went from a rating of 750 mkg to one of 1.250 mkg, while while increasing the overall weight by only three kilos."*

Speaking of rigidity, the Osellas suffered from a number of mechanical problems at the beginning of the season, particularly broken suspensions. Why ?

"Most of the details on a F1 car are theoretically calculated according to certain set standards. Unfortunately as is the case with other teams; we simply had too much work to do in too short a time.

"In Brazil or at Long Beach we tried reinforcing certain parts, but that was only as a palliative.

"At Imola, we changed the rear suspension on Jarier's car while simply reinforcing Paletti's, which unfortunately gave way again.

"At Zolder, the car showed itself much more reliable: we had made important changes on the front shock absorbers and the frame, with very positive results. This is our third Formula 1 season, but, if you consider that he raced in 1980 just for the fun of it, it is really only our second proper season."

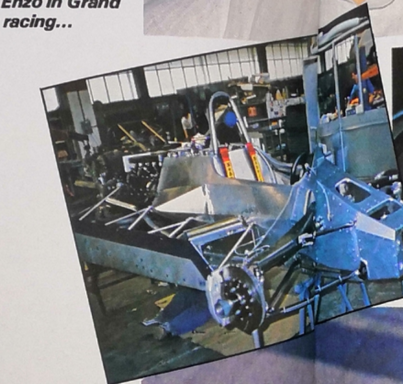
"I think this will be a very important year for us: with a driver like Jean-Pierre and an entirely new technical staff, we should get some invaluable pointers for the 1983 season."

Speaking of the future, turbo engines and contacts with BMW recur constantly in the conversation.

"In the first place, I would like to specify that I am no fan of the turbo engine. As things now stand, however, it is here to stay. Six months ago we all signed an agreement. We cannot just forget it and try to change everything back. I did check around to see what was happening in the field because next year we will have to be turbocharged. That's all I can say for the moment."

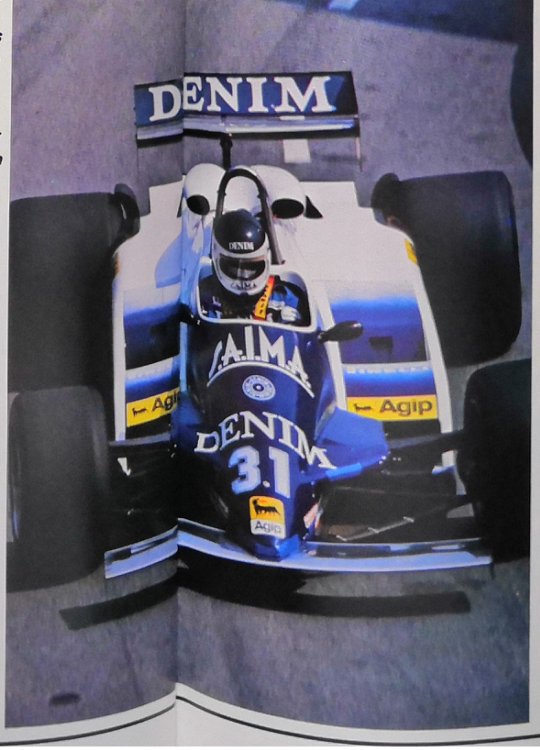
Does the turbo engine mean the end of the smaller teams ?

There is more than one Enzo in Grand Prix racing...



Herve Guilpin at his drawing board.

The new car for Monaco: the central segment of the frame has been reinforced for greater rigidity.



Jarier's new chassis was still on its old suspension there was no time to put in the new 'Guilpin' suspension.

"I don't believe so. If any team withdraws, it won't be because of turbos. If a team is good and has a good relationship with its sponsors, it won't be killed off by the extra 25 % needed for a turbo engine. And if its results were poor, having a turbo engine won't change anything. Personally I believe that the advent of wing-cars hiked up prices far more than turbos, because aerodynamic research is very costly. Nor should we forget that the new ground effect has hindered the development of the rest of the car, especially the suspensions, which are now so hard they barely exist."

What can be done to make Formula 1, safer and give it a more sporting image ?

"The tragic accident at Zolder has underlined some of the most serious defects in the sport. First of all, we must eliminate qualifying tyres, which make no sense economically nor in regard to safety. Then something must be done about weight. At Zolder, one of the sturdiest cars, built to the highest standards, was literally shattered. Unless a more stringent regulation is made in regard to weight, and the minimum weight is raised, I fear we'll have many more such accidents in the future. A few teams are capable of building cars both extremely light and safe; they require very precise and costly research. Most other teams, however, do not have the same financial freedom. They will try to achieve the same result by improvisation. Thirdly, we must try to reduce speed on curves by decreasing ground effect. I am against a flat underside to the chassis, because that would preclude some interesting developments in aerodynamics, but ground effect ought to be reduced by 50 %. The cars would become slower. One could design real suspensions and do away with go-kart type driving."

Osella joined Formula 1 at the time when polemics started. How is it that, being a small team equipped with Cosworth engines, it joined ranks with Ferrari, Alfa and Renault ?

"It all started at the 1980 Spanish Grand Prix. We had only a few months' Formula 1 racing behind us and we had to make a choice. We could not forget the fact that our plant depended on the production of prototype sportscars (more than 100 cars are entrusted to various customers and Osella has won two world titles in the 2000 class.) There was no doubt in our minds: we had to side with the 'legalists' since they were siding with FISA. From a purely economical standpoint, remaining with FOCA, and sharing the money with its other members, might have been more advantageous. The quarrel took up a lot of our energies and distracted us from development."

Last year, numerous engines broke down. What happened to the idea of rebuilding Cosworth engines to the short-race Osella specifications ?

"We have nearly completed our programme, but we have had some minor problems with pistons and we don't want to go too fast. So far this year we haven't a single broken engine. I have eleven Cosworth engines, seven traditional conventional ones, three with an 89 bore and one experimental. We have manufactured new longer connecting rods and we are planning to use one of those engines soon in a race. We have an independent engine departement, which frees us to make a number of changes at home, without having to ship the engines back to England."

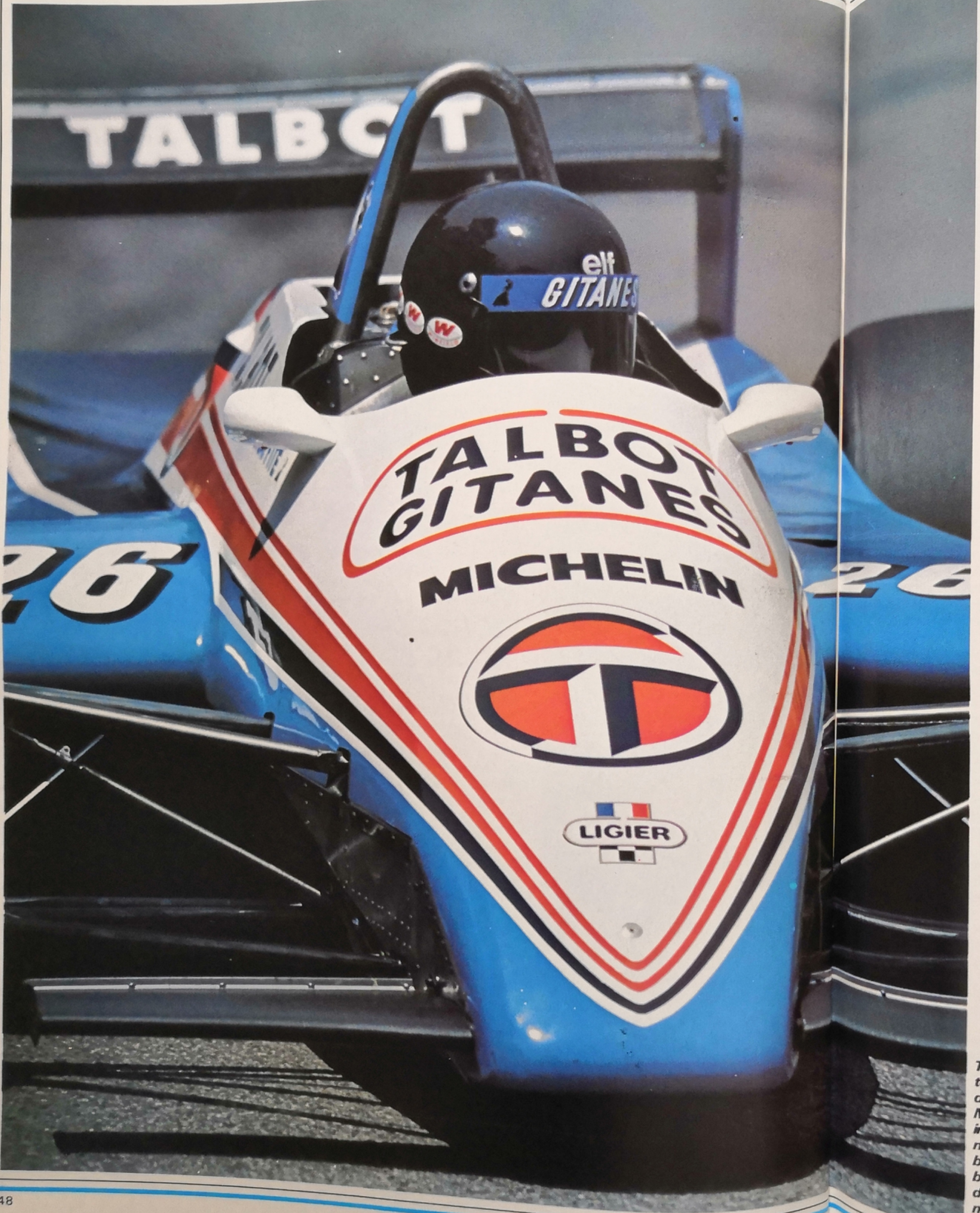
What is your programme for 1982-83 ?

"There will be a new car for Jarier, while Paletti will use the chassis that Jean-Pierre has been using until now. Riccardo's car will thus revert to being the development car for "testing" purposes. That project alone costs something in the vicinity of 300 million lira. It seems that the initial budget of 300 billion lira envisioned for this season will not suffice. Next year, to have a one-car competition team and another team for research, we will need about 400 billion lira. Then we must not forget the sportscar programme. We might make a 2000cc C group car with ground effect. That will depend on the regulations of course, but we cannot give up on this department, since that is our bread and butter. We also have the test track, which should be completed by the end of June..."

Many projects, much ambition. Formula 1 turning more and more to business, Enzo Osella might be one of the last real sportsmen, straight out of the old school. □

ORGANIGRAMME OSELLA

Sports director: M. Palazzoli.
54 technicians, of whom 36 work on Formula 1.
Chief engineer: Hervé Guilpin.
2 draftsmen.
1 engineer working on aerodynamics from Ital Design: Beccio.



The Talbot-Ligier team went in at the deep end in Monaco, introducing their new JS19. It was a bitter début marked by a scrutineering decision which made life even harder.

JABOUILLE: THE FORCE BEHIND LIGIER

Eddie Cheever was at Paul Ricard testing just before Monaco. Jean-Pierre Jabouille is putting in the good words.

TALBOT
TALBOT
TALBOT

It was just 20 months ago, during the Canadian GP, that Jean-Pierre Jabouille had to be cut from the twisted wreckage of his Renault following a horrifying crash that left him lucky to ever have the use of his legs again.

Six months later, he was back in the driving seat behind the wheel of the Talbot-Ligier, but his injured leg was still too badly damaged to allow him to continue racing competitively.

So, he stopped being a driver, and took over the management of the Talbot-Ligier GP team and to-day, one year down the road, it's Jabouille who controls their destiny and that of his new JS19 on which that fate rests.

By Jeff Hutchinson

if you take the time to watch Jean-Pierre Jabouille at a motor race these days, he is the epitome of a caged lion. Even his long shaggy mane of blond hair looks the part as he paces around the Talbot-Ligier pit saying little and wearing a glassy eyed stare that does not register the unfamiliarity of his surroundings as now seen from outside the confines of a crash helmet and a cramped F1 cockpit. It is not easy to have been a top-line driver on the verge of realising your dreams one day, only to become pit bound the next by an accident that has created its own special kind of bars around his natural habitat. He is a doer not a watcher.

"Of course I want to race again. In July I will get back into the driving seat of the Ligier and go testing. If everything is OK and I am quick enough, I will race again in 1983," he says.

But for now, he is confined to a management role and it's a task he performs extraordinarily well.

It's not hard to understand the look on Jean-Pierre's face as he watches his brother-in-law, Jacques Laffite, roll the new Ligier JS19 down the pit lane for its

→

first miles of testing, for it's his car, his concept and it ought to be him doing the test driving, but it's too soon after his latest operation for that.

We are in the Talbot offices, in the center of Paris, where Jean-Pierre has come for his latest physiotherapy session, and also to take some time off to explain the thinking behind his new car and how he, a racing driver, is now making the kind of decisions that men with a lot higher qualifications make for the other teams.

He is not finished with being a racing driver, *''but right now this is the closest I can get to it without actually doing it, although I still feel this is just a temporary job for me,''* he says.

For those who remember Jabouille's days in F2 and F3, there was little surprise in his sudden change of roles. Way back in 1969, he redesigned the rear suspension of what was to become the highly successful F3 Alpine and then later in his career, much of the success of the F2 Elf was thanks to Jean-Pierre's design modifications.

''I have always been interested in the mathematics of racing. If something works well or even, if it doesn't, I like to know exactly why. I cannot just accept things without understanding them as well,'' he says.

For that reason, his opinions as a test driver have always been highly respected and when he was unable to continue the rest of the 1981 season with Talbot-Ligier as a driver, he was an obvious choice for the job he has now and which, despite the French love of titles, he describes as *''a kind of boss of everything to do with the racing side.''* Not to be confused with the ''Patron'', Guy Ligier, Jean-Pierre Jabouille makes *''the decisions that many French people do not like to take the responsibility for in case they are wrong,''* and has little interest in any of the day-to-day administrative problems like finances and hotel bookings etc; unless, that is, they affect his racing programme.

He also has a strong dislike for the politics in Grand Prix racing these days, strengthened, no doubt, by the decision taken by the technical stewards at Monaco which forced the team to remove all the skirt material back of the rear wheels. This, claims Ligier, makes the entire concept of their new car obsolete before it has even taken part in its first race.

''If I leave Grand Prix racing it's going to be because of the politics,'' says Jabouille, with the implication that such a time might not be too far away.

Right now, he tries to ignore politics, and his eyes suddenly come alive as he moves on to discuss the thinking that went into the first Talbot-Ligier to come out of the Ligier factory since Jabouille and the new management structure took over after the departure of Gerard Ducarouge from the team in 1981.

''What I did was different from all the other teams. I sketched out the aerodynamic shape of the car and then designed the rest of the car to fit that concept, rather than designing the car first and then shaping the aerodynamics around that. Aerodynamics are undoubtedly the most important aspect of any car to-day, so why make it of secondary importance? We had spent much of last season trying to move the balance of pressure more towards the rear, which is why the JS19 was designed the way it is with the sidepods running right to the back of the car with nothing underneath to disturb the air flow.''

A similar idea was tried by Colin Chapman with the Lotus 81, but was eventually abandoned when Chapman found the car too difficult to balance, a problem which Jabouille has also found during early testing, but one which he is sure can be overcome if worked on for long enough.

He also laid down the principles of the monocoque and suspension design, based on his many years as a driver with a mechanical mind. *''With cars having almost no suspension movement at present, I have concentrated on improving the relation between the suspension itself and the shock absorbers. That is, to utilise the shock absorbers much more in an effort to stabilise the chassis movement, which must remain as near parallel and equi-distant from the track surface as possible to make maximum use of the aerodynamics. If the car pitches just an inch or two over the bumps in the track, the resultant change in the car's handling can be incredible.''*

Of course, the current regulations are responsible for this situation, but it's one with which designers have to work whether they like it or not.

The actual job of producing the JS19 has been a remarkable one, for it was not until the end of January, the same week as the GP of South Africa, that the team knew which engine they would be using and that the final design could be met.

''We created the basic shape and tested it in the wind tunnel at St-Cyr in November, but after that we drew three complete cars, one for a turbo Matra engine, one for a Ford Cosworth and then finally one for the Matra V12 engine. The latter design not started until January, by which time we had already started the basic work on a Cosworth powered chassis,'' explained Jabouille.

''From a purely competitive and design point of view, I would have been happy to have run the Cosworth, while I think we would have needed a full year to get competitive with a turbo engine. Provided the rules remain the same, that is certainly the way to go in the future. As it is, we have the V12 Matra, which although it might not be as powerful as our opposition, is not all that bad. I had to look for a much lighter car than the JS17 and a big improvement in the aerodynamics if we were to remain competitive against the other chassis.''

The late start with the new car obviously meant a late arrival in the season, the car only just failing to meet its scheduled début in Zolder, which at least gave the team a chance to get in a few miles testing and get a second car built for Monaco, which is far from being an ideal track for a car's first race. *''But with Detroit and Montreal following Monaco, the alternative of perhaps running the old JS17 for one more race while we tested the new car further was no better, so we put our future on the new car right away,''* said Jabouille.

At its first public appearence at the Paul Ricard circuit on the Tuesday before Monaco, the car still had less than 200 kms under its tyres. With Cheever doing the driving the first day of the two-day test, it was clear that it still needed a great deal more work, each outing lasting only a couple of laps at a time before returning to the pits for major adjustments.

Sudden changes of balance and bad porpoising over the bumps were the two major problems. The tired, overworked mechanics diligently obeyed Jabouille's instructions as he and his right hand man from his F2 days, Jean-Claude Guenard, discussed the problems with Cheever and tried to find solutions.

Changing the skirts and the shock absorber settings for the umpteenth time that day did not help much, and by the time the sun set, putting an end to their first day at Ricard, there was little progress. The following day, another full day with Jacques at the wheel, saw some progress made.

Testing is tiring and often frustrating work, but both drivers' complete faith in Jabouille and his car was quite remarkable. *''We will get there in the end. It will be a good car,''* said Cheever, *who was even more delighted with the car when he got to drive it in practice at Monaco. ''It felt much better. It was still leaping around a bit over the bumps, it was diabolical trying to drive flat out through the tunnel which most people can do every lap without a problem and it still has a long way to go. Stet but I can tell you after one lap in the JS17 around here, we would never even have qualified had we had to use those cars for this race,''*

''I honestly think I could have been well up the grid had I not had the problem on Thursday,'' said Eddie on Friday. *''The suspension broke at the rear just as I was on my quick lap. The bumps under braking at the end of the quay are very bad. I was so angry. I had come out of the chicane with a 1000 more revs than I had previously...''* he said.

Although the Ligier team painted a picture of gloom and doom and possible threats of withdrawal from the event because they had been forced to remove part of the new car's skirting, it probably did not make a great difference — here at least.

At a press conference Jabouille stated their case with the same look in his eyes that he got when he had started talking politics in Paris. He expressed the party line. Guy Ligier added the emotion. The appeal courts will add the final word. Whatever the outcome, Jabouille will continue to work around each problem as it arrives in his own quiet way. His choice of tyres certainly saw Cheever in the points in Zolder and a similar choice in last year's Austrian GP certainly won the race for Jacques.

''Perhaps one day it will be another decision of mine that will lose us the race,'' adds Jean-Pierre. *''That's life, but what's important is that I am not afraid to make them and the team stands behind me.''*

Jean-Pierre Jabouille is indeed a very unique person in the very assorted world of Grand Prix racing. He will be even more unique if he returns to Grand Prix at the wheel of a Talbot-Ligier and continues to run the team from the cockpit instead of the pit lane. One thing is that for sure he would prefer it that way. ☐

NELSON'S COLUMN

When you look at the difficulties we had with my car during the two days of practice for the Monaco GP, I think it was being realistic for me not to expect miracles from the race. It was only the third time we've run the BMW turbo, so just to have got it into the race was quite an achievement. In spite of a lot of problems at least I managed to avoid being lapped until half distance.

The people in the Parmalat-Brabham team keep telling me that there is no substitute for race miles when you're developing something as ambitious and new as a turbocharged car. It was that thought which made me feel a bit better when Alain Prost lapped me while I struggled to hold eleventh place. After all, it's taken Renault five years to get their car performing the way it did at Monaco.

After Zolder two weeks ago, we had decided to divide the efforts of our team into two. Riccardo Patrese would race the Cosworth engined BT49 at Monaco, while I would drive the BMW turbocar. After going off the road with brake trouble both in South Africa and at Long Beach, having my points taken away from me in Brazil, and not going to Imola, I'm beginning to think that maybe I'm not exactly the favourite to win the world championship again this year.

So it was in the hope of learning something which would help us to add to the two points that I got with the BMW at Zolder that we went testing at Croix-en-Ternois, a funny little circuit in northern France, to get ready for Monaco. BMW had a different version of the engine for me to try, using a smaller turbo for better pick-up from low speeds.

We did 147 laps, trouble-free, with the revised engine. Everyone was pleased: our engineers, the BMW people, and of course me. I really believed that maybe I would have a chance to win the race in my adopted home town. BMW confidently sent some exact replicas of the «Croix» engine to Monaco, and there was one of them in my race car when official practice began.

Well, it turned out to be maybe a little bit less identical than we had hoped. In the first practice my engine just wasn't right. The BMW people did everything they could to fix it, but the problem seems to have been in the turbocharger unit itself. Possibly the «production» units weren't exactly the same as the one on the development engine.

We also discovered that the bumps were affecting us more badly at Monaco than at any other circuit we've visited with the turbo.

In the T-car, I made a little driving error which sent me into the guardrail. It wasn't a big bump, but it was enough to bend a steering arm, so I had to rely on the race car to get my grid position. But we had a minor explosion inside the carbon fibre intake «log» between the turbo and the intakes. In the timed session I managed to do a grand total of four timed laps... and one of them was good enough to get me on to the grid.

The engine still wasn't right when the race started. I knew immediately that I had to concentrate on finishing, and you may have seen on TV how careful I was to move over when I was being lapped by faster cars. The problem was that the engine wouldn't stop accelerating when I lifted off the throttle to brake or change gear.

I don't have to tell you how worrying that was at a circuit like Monaco, although I did manage to get myself into a rhythm with the throttle and brakes to improve the situation.

Eventually, though, it was the gearbox which gave up under the strain. I came into the pits to retire and had the opportunity of watching my team-mate Riccardo Patrese take over the lead when Prost made the mistake which put him out of the race.

Unfortunately I was changing out of my overalls into my street clothes when Riccardo was having all his excitements in the last couple of laps. I suppose I should be glad that I didn't see him win, because it might frustrate me. But I still think that our best chance for the future is with the turbo. Next year we could be very glad that we decided to give it a full test at Monaco.

Nelson Piquet

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Cockpits

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ALFA-ROMEO
182/1: Bruno Giacomelli (I)
182/4: Andrea de Cesaris (I)
182B/3: T-car

The three cars as seen in Zolder, only the spare being a B type; narrow body, different sidepod profiles, ider suspension, remodelled exhaust. Another 182B is to be completed for detroit. The shock-absorbing plate between the engine and gearbox is of a new design to overcome the problems at the Belgian Grand Prix.

ATS
HGS1/03: Manfred Winkelhock (G)
HGS1/04.: Eliseo Salazar (Chi)
HGS1/01: T-car

ATS
VICEROY
copec
10
9

The 03 and 04 chassis both had new and very clean bodywork. They were designed by a young engineer, Donald Hallyday, whose experience in motor racing is virtually nil and who joined ATS only three months ago. Both oil and water radiators are different to fit into the new bodywork and the inside design of the sidepods has been modified. The pods are mounted differently, there are revised skirts and the overall weight is slightly reduced.

BRABHAM
BR50/03: Nelson Piquet (Bra)
BT49D/17: Riccardo Patrese (I)
BT50/02: T-car, Piquet
BT49D/16: T-car, Patrese

The team hedged its bets between Patrese's BT49 - Cosworth and Piquet's BT50-BMW. Both T-cars have carbon fibre brakes with Girling calipers, tested previously on the Croix en Ternois circuit. The BMW engine had a diffrent type of turbo compressor, better suited to the tortuous Monaco track, which was also tested at Croix en Ternois. A new car, specifically designed around the BMW engine, is under construction.

ENSIGN
N181/1: Roberto Guerrero (Col)

One car only, used at Zolder, with a new rear suspension, complete with different rocker arms, hubs and half-shafts. The body is now painted dark blue and white. With Avon retiring from the competition. Thursday and Saturday saw Ensign using the same sets of tyres used at Zolder. No solution has yet appeared for the upcoming Grand Prix.

saudia
ALBILAD
saudia
TAG
6
GOODYEAR

Cockpits

SEFAC FERRARI

126C/059: Didier Pironi (F)
126C/056: T-car

As expected Ferrari had only the one driver. The monocoques were strengthened around the cockpits' upper sides with a carbon fibre panel. The 059 has a small additional oil tank behind the driver.

The engines are of the normal type, not lightened and they have new heat exchangers designed for better through-flow and less internal drag. The V6 turbo also has more power at low revs and better acceleration for the best possible performance at Monaco.

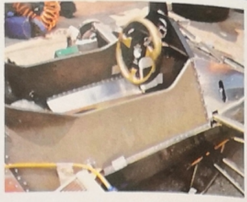
FITTIPALDI

F8D/3: Chico Serra (Bra)
F8D/4 - T-car

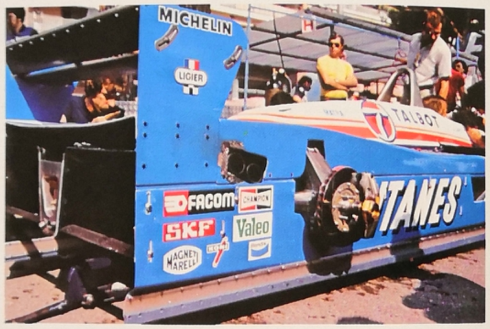
Nothing changed, all efforts being concentrated on the new car expected in July/August.

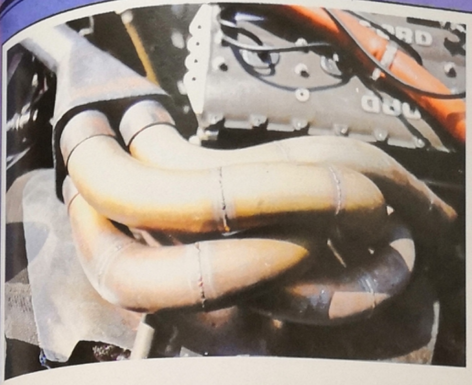
TALBOT-LIGIER

JS19/02: Jacques Laffite (F)
JS19/01: Eddie Cheever (US)
JS17/04: T-car



Using the Lotus 80 concept adapted to non-sliding and angled skirts, the JS19's were tested on the Michelin test track and at Paul Ricard before coming to Monaco. Their rear suspension is most peculiar: two staggered triangles entirely enclosed within the sidepods so as to permit clean air-flow; on the Lotus 80, the lower wishbone interfered with the flow. The hubs and the gearbox casing have also been redesigned. The rear suspension of the JS19 was tested on a JS19 this winter at Clermont-Ferrand: it made the car a second a lap quicker. The big problems for the JS19's at Monaco were with the regulations: the scrutineers obliged Talbot-Ligier to cut off the skirts which ran right to the back of the bodywork, level with the back of the rear wheel, ruining the aerodynamics. A weld on a suspension upright carrying movement to the spring-damper unit broke on Cheever's car Thursday.





LOTUS

91/6: Elio de Angelis (I)
91/7: Nigel Mansell (GB)
91/8: T-car de Angelis
91/9: T-car Mansell

The 91/9 had a new monocoque, less rigid in order to adapt better to the Monaco track. Very hard springs were used on Thursday but Zolder springs were mounted again on Saturday. The engine covers had been removed to ensure better aspiration by the air intakes and to improve air flow over the wing. Further tests were made after the rear cockpit cover had been removed. Mansell's car had different exhaust systems, shaped like megaphones, between the 4/1 junction and the outlet.

Newsweek
ROTHMANS
18
RECORD

MARCH

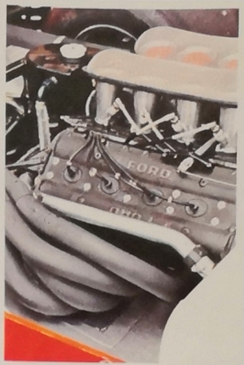
821/RM08: Jochen Mass (G)
821/RM09: Raul Boesel (Bra)
821(RM10: T-car
821/RM07: Emilio de Villota (Sp)

The spare is always a ''light'' car. Mass used it for the second half of prequalifying on Thursday, and the March team dismantled it at the end of the session. There has been no modification since Zolder, either on the works cars or on De Villota's LBT. The Spaniard crashed on the seventh lap during prequalifying.

MCLAREN

MP4B1-05: John Watson (GB)
MP4B1-06: Niki Lauda (Aus)
MP4B1-03: T-car

No change, except that the MP4B1-01 chassis has become the development car, assigned to a team distinct from the racing team.
It will soon be used to test new carbon fibre brakes and will have a completely different body, perhaps something like the Talbot-Ligier JS19. It will be developed for the fast circuits.



DENIM
SAIMA
DE

OSELLA

FA1C/4: Jean-Pierre Jarier (F)
FA1C/3: Riccardo Paletti (I)
FA1C/2: T-car

The FA1C/4 is a new chassis, more rigid, and three kilos heavier. It was meant to receive the new rear suspension designed by Hervé Guilpin, but time ran out. This very simple, rear suspension is inspired by the Williams, and is in complete contrast to the complex adjustments needed on the current type of rear suspension. Chassis FA1C/4 has new mounting points for the track rods and the universal joints are nearer the suspension arms to overcome a lack of stiffness which showed up in harder steering through fast corners.
The FA1C/1 has become the development car: it will be tested on the track now being built by Osella near its plant: a narrow track, 1700m long, with two or three different track combinations available, it should be finished within three weeks.

parmalat
Johnnie Walker

Cockpits

RENAULT

RE30B/8: Alain Prost (F)
RE30B/7: René Arnoux (F)
RE30B/5: T-car
RE30B/4: extra car for Prost.

The Renaults used a different type of motor, named "Monaco" after the Grand Prix, but meant for use throughout the season. With electronic fuel injection, last tried out in testing before Las Vegas last October, it has different turbo butterflys from those which broke at Zolder on Arnoux car) as well as new cylinder-head intakes.

The sidepods on the RE30B were also "Monaco" type. Dissatisfied with the road holding of his RE/0B/8, Prost asked to use the RE30B/4 tested at Paul Ricard earlier in the week. It arrived in the Principality on Friday, in time for the second day of practice.

THEODORE

TY02/1: Jan Lammers (NL)
TY02/2: T-car

The spare is not quite in running condition yet. Unable to practice Thursday because of Avon's withdrawal, Lammers used Goodyears on Saturday. Goodyear will go on supplying Theodore until the end of the season.

TOLEMAN

TG181/06: Derek Warwick (GB)
TG181/07: Teo Fabi (I)

No change. The chassis model has been completed for the new car but construction has not yet begun.

TYRRELL

011/5: Michele Alboreto (I)
011/4: Brian Henton (GB)
011/2: T-car

Chassis 4 and 5 have simple caliper Lockheed brakes front and rear. On Saturday, Alboreto ran a three part rear wing. His car, contrary to that of Henton, did not have a one-piece engine cover but just a small plate around the intakes.

WILLIAMS

FW08/2: Derek Daly (Ir)
FW08/1: Keke Rosberg (Fin)
FW08/3: T-car

Daly had the no. 2 chassis originally destined as a development car. Modifications to the FW08s were only a large rear wing with big surface area flaps, and large brake cooling air intakes.

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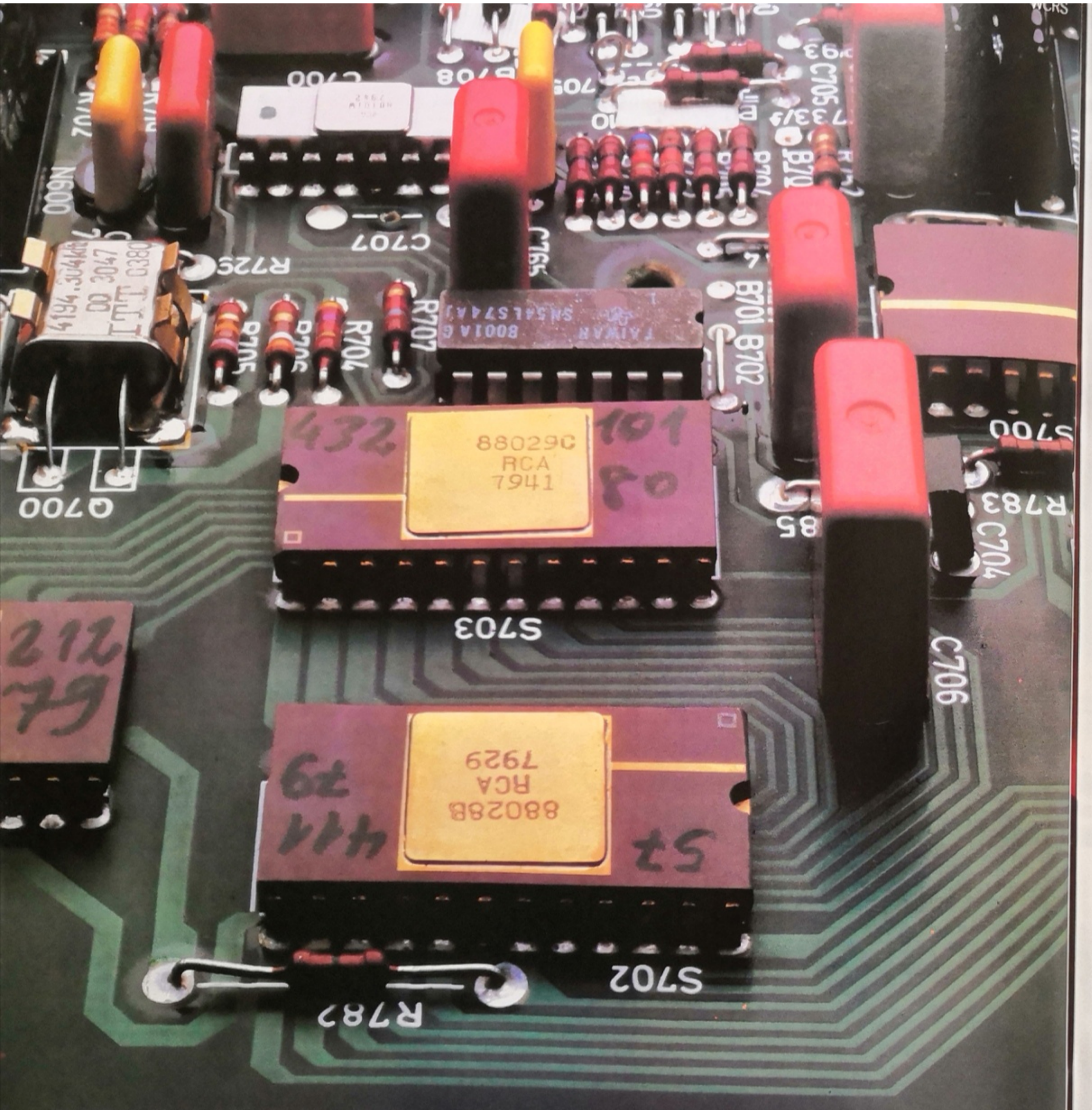

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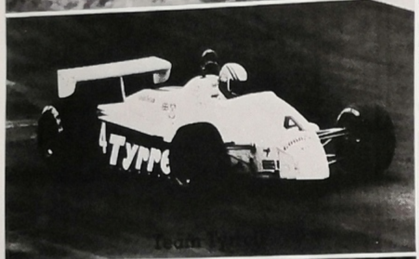
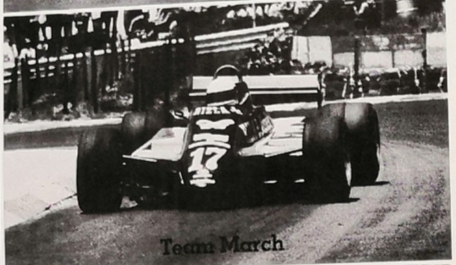

Team Tyrrell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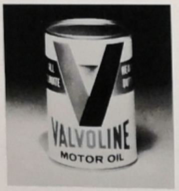

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